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SAN FRANCISCO AIRPORTS COMMISSION

SF Airports Commission

Before: PATRICK M. MURPHY, PRESIDENT

J. STANLY MATTESON, VICE PRESIDENT

L. ANDREW JEANPIERRE, MEMBER

MARIE K. BROOKS, MEMBER

MARA ROSALOS, AIPORTS GENERAL COUNSEL

LOU TURPEN, DIRECTOR

In the Matter of:)
Informational Meeting On)
Proposed Airport Master)
Plan Mitigation Measures)
)

Minutes

REPORTER'S TRANSCRIPT OF PROCEEDINGS

September 2, 1992

Airport Hilton Hotel
Burlingame, California

ORIGINAL

REPORTED BY: DENISE L. MANN, CSR #3897 40743

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Mayor

Patrick A. Murphy
President
J. Stanley Mattison
Vice President
L. Andrew Jeanpierre
James K. Ho
Marie K. Brooks

Louis A. Turpen
Director of Airports

San Francisco International Airport

GATEWAY TO THE PACIFIC

September 28, 1992

Ms. Denise Mann
Coombs & Greenley
49 Stevenson, Suite 400
San Francisco, CA 94105

Dear Denise:

The following is a list of corrections that need to be made to the transcript of the September 2, 1992 San Francisco Airports Commission Informational Meeting:

PAGE	LINE	ADD	DELETE
3	6		Commissioner
4	19		use (after "others")
6	9	Administration (after "Federal Aviation")	Commission
10	10	Noise is one, (before "housing")	Noises
12	23	program (before "would not qualify")	home
13	21	Federal (between "Special" and "funding")	
13	22	and mitigation (after "insulation")	
14	8		percent
15	20	are (after "traffic")	
15	23	station (after "transit")	system.
17	2	(Mr.) Briscoe	Driscol
22	19	City and (before "County")	
24	7	with (before "Mr. Turpen")	of (before "Mr. Turpen")

PAGE	LINE	ADD	DELETE
24	9	for the (after "EIR")	
24	16	to (after "an amendment")	for
24	18	adds (after "this amendment")	has (after "this amendment")
26	16	traffic (study)	photographic
30	24	environs (after "in the")	environous
31	1	mitigation (after "suggested")	litigation (after "suggested")
34	16	new (before "generation")	
34	16	elimination (after "and the")	limiting
34	17	completely at the airport, (after "Stage I aircraft")	
34	19	if (after "And I believe that")	
34	23	from (after "presenting to you")	for (after "presenting to you")
35	20	747-400	74700
37	25		will
37	25	presently (after "that are")	
38	1	that (after "proposal")	for (after "proposal")
39	19	1992 (after "going to do a")	
40	11	airlines (before "that don't fly")	airplanes
45	18	on an (after "child care")	and (after "child care")
48	11	first class (before "hotel rooms")	personalized
53	23	through (after "more revenues")	from (after "more revenues")
59	8	an avigation (after "sign")	a navigation
60	18	ANMAP (after "came out of")	an amount.
64	1	Local Lodge (before "1305")	localized
64	12	Local Lodge (before "1305")	localized
70	5	Koll (after "lawyers for the")	Cole
75	9	runway 28 (before "left or right")	

5 48537 SFPL: ECONO JRS
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PAGE	LINE	ADD	DELETE
75	10	Tracon (after "Bay")	Trade Con
75	11	action (after "strong")	activity
76	5	Passur (after "to see the")	pass sewer,
79	14	Highway 1 (after "Pat Kelly's)	hideaway one
80	2	fly in through (after "they have to")	apply into
80	6	Land Use (before "Committee")	Lander's
80	24	SAMCEDA (after "housing chairman for")	SAM SITA
87	21	invention, (after "latest")	invasion
89	25	Associations (after "Neighborhood")	Socializations.
92	3	traveller (after "convenience of the")	travel
93	20	estimation (before "regarding")	overestimation
93	25	readdress those same issues (after "adequately")	readress, let's
94	1		say, some issues.
98	15	ink blot (after "Rorschach")	game block
99	11	Citizen's (before "Advisory Board")	
100	24	transferred (after "to take the")	transfer
101	9	except for saying this. I have seen (after "completes my report")	in this. I perceived (after "report")
103	18	and I think there is, (after "a deal to be struck,")	

If you have any questions, please give me a call at 876-2231.

Sincerely,

Jean Caramatti

Jean Caramatti
Commission Secretary

August 27, 1992 P R O C E E D I N G S 7:30 p.m.

MR. TURPEN: Ladies and gentlemen, if we can have your attention, please. I am Lou Turpen. I am the Airport Director, for those of you I haven't had the pleasure to meet before. And I would like to welcome you tonight to a robust gathering.

What we have done is talked to the hotel, and we hope in the next few minutes to relocate to another room, which they had unfortunately set up for another section -- or another function. But it is our hope that in the next 15, 20 minutes, after some introductory remarks we can move to that room for the meet of the session with the Airports Commission and for the testimony of the public wishing to share with the Airports Commission.

In the next few minutes what I would like to do, additionally, is introduce members of the Airports Commission and share with you just a brief overview of some of the activities that have gone before. I apologize again for the crowded conditions, and I hope everyone can hear me fairly well.

We have with us tonight the San Francisco Airports Commission. Commission President is Mr. Pat Murphy. Commission Vice President, Commissioner Matteson. Commissioner Andrew Jeanpierre

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to Mr. Murphy's right. And Commissioner Brooks, who is with us this evening as well.

To my left -- the applause is really appreciated. I am not sure how much more there will be, but thank you.

Commissioner Ms. Rosalas. Mara Rosalas is the Airport's General Counsel, who is Chief Counsel for San Francisco Airports Commission. And as I indicated, my name is Lou Turpen. I am the Airport Director.

Tonight is an auspicious occasion. It marks the first time the Airports Commission has met outside of San Francisco City Hall and the first time it has met in San Mateo County. It is doing so because -- I am doing better than some of the presidential candidates. It is obviously doing so because the Airports Commission clearly has for some time been developing a master plan.

The airport is in San Mateo County. It is in your community. The master plan is something which is important to San Francisco. It is important to the economic vitality of the region, but it also carries with it an impact, and it is that impact which the Airports Commission is here tonight to focus upon and which the Airports Commission is here to hear your

views upon.

Before we -- Before We start tonight's meeting and solicit testimony, I thought what I would do is go through some history on this, some very brief history, and share it with those people -- Those of you who have been with this, please bear with me. For those of you who haven't, it might be helpful to you.

We have been working on a new master plan for San Francisco International Airport for over five years. It has been five years in development, three years working on a master plan, and two years working on the environmental process which accompanied that master plan.

The plan is based on a comprehensive input from the general public, from local governments and agencies, the FAA customs, immigration, the airlines, the local regional agencies. We have worked with the Airport Community Round Table extensively, the Airport Land Use Commission and use others. We have had inoput from the state, federal government, and of course as I indicated, the airlines.

Over two years of total time for review and comments has gone into this plan. And all of the comments that we have received we believe we have responded to in writing. That was one of our goals,

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to try and communicate effectively with everyone who was concerned enough to share their views with us.

There have been, over this period of time, 73 public meetings, hearings and presentations on this master plan. I say this not by way of defense but I say this by way of sharing with you some of the effort that has gone toward sharing -- sharing with the public the Airports Commission's intent or certainly the staff's recommendation to the commission. 27 public meetings, as you've seen, and 46 presentations to various organizations, associations and clubs in the Bay Area over that period of time.

Just as a point of interest, is there anyone here who is not familiar with the master plan?

Well, then, let me take about two minutes to give you a capsule on it for those of you who obviously have not been exposed to it.

In the mid to late 1980s, San Francisco Airport took a look at its future with respect to air transportation and found that it would continue to be a major transportation hub for Northern California. More than domestic travel, we found that international travel was going to grow extensively. And because of the international demand upon the airport, it was

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obvious that our international facilities, the ones we currently have, would not be satisfactory to meet demands for long-term access to the San Francisco region.

With that in mind, we began to develop a plan to put in place replacement facilities to meet future demand which was forecasted not only by the San Francisco Airport's Commission consultants in this project, but also the Federal Aviation Commission and the Air Transportation Association. That plan essentially revolves around three major components.

One is a new international terminal. Our international terminal today will be woefully inadequate to handle passenger volumes in the future. The new international terminal is designed to provide a 45-minute out-the-door criteria for all arriving passengers into the United States.

The second element or part of the master plan is a mass transit portion of the master plan. And the mass transit portion of the master plan involves setting up a ground transportation center, setting up an on-airport lightrail system for on-airport distribution of passengers and employees, and also tying into the Caltrain right of way on the west side of Highway 101.

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Hopefully, with the approval of this plan, by 1996 we will have a complete -- or we will have a full tie-in -- mass transit tie-in to Caltrain for both passenger and employee use.

The third element of the plan concerns the development of subordinate and attendant facilities, such as maintenance hangars, cargo buildings, and all of those things which typically go along with the development of the international terminal.

There is one other element in the transportation mode and that, of course, is the highway interchange. The highway interchange will have to be changed in order to accommodate the amounts of traffic we anticipate requiring access to SFO.

San Francisco Airport, as you know, has a basic problem. It has a very short frontage road. It is a very short distance from Highway 101 to the terminal building, necessitating an awful lot of decision making in a short period of time.

The new plan is designed to eliminate that problem by moving those decision points back so that if you're going internationally you take one exit, if you're returning a rent-a-cars you take another exit, if you're going domestically you take

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another exi[illegible] and start to break up [illegible]e of that difficult decision making in the entry road.

This plan, essentially, would allow for more international -- a greater international processing of passengers based on the FAA forecast for San Francisco. It would reduce by almost 40 percent the vehicular traffic on the airport roadway system. For example, all of the rental car buses you would see now would go away. Much of the other transportation type, on-airport transportation activity would go away. And it would overall reduce about 27 percent of the on-airport vehicle traffic.

One of the keys we looked at is we looked at our population. There about 100,000 vehicle trips a day to San Francisco International Airport, and of those 100,000 trips, 40 percent of all vehicle trips are made by our employees. That is a captive audience and an audience for which we want to provide an alternative. That alternative is clearly identified in our tie-in to Caltrain, which will be the first non-rubber-tire mode of access to San Francisco International. And this is not an editorial statement, but clearly well ahead of when hopefully BART will serve the airport as well.

That, in a nutshell, is what went on over

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a period of about three years.

Tonight we are here to talk about the draft mitigation program. That is something we want to share with you. The draft mitigation program is really a program which has been developed and is a synthesis of a lot of thinking, our thinking, input during the environmental process, meeting with community groups, and of course input from other agencies that might not be necessarily part of what we call the official family but certainly interested in the air transportation scheme and more important, the interest in what's happening at San Francisco International Airport.

There are over 100 measures which we are proposing to the Airports Commission. It is important to me to share with you that the Airports Commission has not acted on the airport master plan.

The airport master plan is currently a staff proposal being made to the Airports Commission for which we have currently received environmental review approval. The mitigation measures, those elements such as noise insulation that you have heard so much about, are part of this phase of the Airports Commission's deliberation.

The Commission is here tonight to hear

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your reacti[illegible] to those elements, to g[illegible] your input prior to making a final determination on, one, whether to proceed with the plan; two, if they proceed with the plan, the nature and extent to which they will proceed.

The program has significant -- the program mitigates significant and insignificant impacts, and there are just a number of them down at the bottom of the slide. I will read them off: Noises, housing, transportation, air quality, construction noise, geology, seismicity, cultural resources, hazards, energy, utilities and public services, just to name the major program.

I would like to talk just a little bit now and share with you some of the basics of the plan. I know that a number of you have copies of that already, some of you did not receive copies. Anybody who would like a copy just contact the airport or see us afterward. We will make sure that you are mailed a copy.

One of the cornerstones of the plan is noise insulation. The airport operates under a variance from the State of California. We are required to operate under a variance for one reason. We currently have residential homes which lie within a

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specific boundary of noise. That boundary of noise is the 65 decibel boundary; and by state law, any airport that has residential units, homes that are within a 65 decibel noise boundary, is obligated to seek a variance from the State.

And what does that mean? That means that the State of California wants to ensure that airports are doing everything within their authority to mitigate the effects of aircraft noise and to reduce that number of homes as much as possible.

Today, I would estimate we have in the vicinity of 5- to 6,000 homes within what we call the 65 decibel noise area. I can appreciate -- I can appreciate -- I can appreciate some skepticism in that regard, but according to the state law -- and I guess this is a little bit where the dichotomy occurs -- according to state law there is a very specific way you measure noise impact.

State law does not recognize any single event noise or any single event noise impact. That is not to say that we don't understand it exists. What we are saying is according to the state law, it is not a recognized element in noise programs.

According to scientific measurements which have been done over a period of time, the number

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of homes in that area -- and you will have to accept this number and we can always argue about it later if you wish -- is about 5,000 homes. That number was in the vicinity of 15,000 homes in 1981.

Progressively -- progressive replacement of certain types of jet aircraft has caused that number to be reduced according to the state standards.

What the airports -- What I am recommending as the director of the staff -- and it is a staff recommendation based on input from a number of communities, from the Airport Community Round Table and from our own people -- is that the Airports Commission, as part of this plan, insulate every home that is within that 65 decibel boundary identified by the state and insulate the homes 100 percent so that the -- 100 percent of the funding will come from the Airports Commission.

There are two exceptions to that, and I want to be up front on this because I don't want anybody to say well, he didn't say that.

One exception is any home that has already been insulated or currently in an insulation home would not qualify. And number two, anyone who moved into the noise impact area after 1983 would also not qualify for 100 percent funding, and there is a

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reason for t[illegible]t.

Ladies and gentlemen, I think there are a couple of things we need to get -- I think there are a couple of things we need to get clear tonight. One, I am sharing with you what my recommendation is to the Commission. Two, you are certainly -- I certainly respect your right to share your view with the Commission. It is a view the Commission wants to hear. And based on the input they receive tonight, they will make their final decision.

What I am sharing with you is my current recommendation. I ask that you respect that, as I will respect your views before the Airports Commission when they make their final decision.

My job is to do what the Airports Commission tells me to do. And right now they have asked me to put together a mitigation program, which I have tried do in an effective manner. I will tell you, however, the reason the 1983 date was selected was because that was the date under which San Francisco Airport received special funding for noise insulation. And it was based on that date -- based on that date that was the effective cutoff date for knowledge of the existence of the airport and knowledge of the noise nuisance.

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Now, having said that, I will say to you that our proposal, with which you can disagree before the Commission, is that all homes that qualify within the 65 CNEL area will be 100 percent insulated by the airport. What that means is that each community will continue to manage its own program and the airport will act as a banker. The airport will fund the insulation on all those homes. Outside the 65 percent CNEL, the Airports Commission -- I have recommended to the Airports Commission that the airport fund homes outside of that boundary based on the following formula.

The airport would provide what we call local matching funds to federal grants. Right now the federal government is providing 80 percent of noise insulation funds to homes outside the 65 to homes that qualify. The Airports Commission currently contributes 20 percent, and we would propose that that program would continue without abatement outside of what we call the poor noise impact area. In addition, we are proposing an annual funding amount for the Airport Community Round Table of $100,000 a year to provide for its ongoing and independent efforts of the airport and the Airports Commission.

We further propose developing a

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memorandum of understanding with the Airport Community Round Table. That memorandum of understanding would consist of 27 noise measures that would -- that we would agree to work with the Round Table on in terms of helping mitigate noise.

In addition, with respect to traffic management, we have agreed to work with and be subject to -- or to meet all of the goals for Transportation Systems Management, San Mateo County. Any goals that San Mateo County sets, the airport staff is recommending to the Commission that those goals be met.

We have also agreed or we are also proposing to them, and the Commission have agreed in principal with CCAG, the City and County Association of Goernments, to a memorandum of understanding on traffic-related measures. This involves a long-range traffic study, $250,000 provided by the airport to match local community contributions to determine where the sources of traffic on the Peninsula, exactly what the traffic impacts and how to mitigate them. We are also talking about a child care center in conjunction with the west of Bay Area mass transit system.

As I indicated to you earlier, we hope to have a lightrail tie-in with Caltrain. And when we

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do, we will be a child care center i because we think that will be a strong inducement for employees to abandon cars and take mass transit.

Beyond that we are talking about, with the airport lightrail system to mass transit, internal airport improvements and a number of other things which aren't of great moment at this point.

With respect to housing, we understand as the airport employee base grows, housing will become more and more an issue. We propose to establish a housing clearance center in San Mateo County to assist all new airport employees in finding available housing in the area, and that would be operated on a contract through the San Mateo County.

The remainder of the issues in terms of air quality and those things are all spinoffs of both the aircraft and the vehicle emissions elements of the master plan. Construction noise, geology, seismicity, we talked about all that before.

The key elements of the plan, I think, that concern most people here are the two areas I focused on more than others, and those were noise and traffic management. Excuse me.

Ladies and gentlemen, before you run off, that essentially concludes some of my opening remarks.

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What we will do now is move to the grand ballroom. Mr. Driscol will lead you down. There are chairs set up and we will reconvene there and begin taking public testimony before the Airports Commission.

Thank you very much.

(Whereupon, a recess was taken)

MR. TURPEN: Ladies and gentlemen, if we can have your attention, please. I am not sure how many opportunities tonight we will have to applaud, but I would like you to join me in a round of applause for not only the Airport Hilton staff, but for Jerry Nelson and the machinists who jumped in to make sure we got this room set up in record time.

As I said, we reconvened the session from the other room. We are going to be beginning the Airports Commission public hearing in just a moment or two.

As I came downstairs a couple of people caught me and asked me some questions, and the questions were of a nature that I feel I need to clarify a couple of things.

Number one, there is no intent to do any bay fill, nor expand or enlarge the runway system at SFO as part of this program. I didn't say that earlier, but I will tell you now that that is not part

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of this program nor is that anticipated.

The second thing I need to do is share with you a little bit about the noise insulation program, because obviously there is some misinformation on that as well.

In 1983 the Airports Commission directed the staff to seek federal approval of a special program. This program allowed money to flow from the federal government to local communities, the communities around the airport, for the purpose of insulating homes.

As you know, each of you, every time you fly, pays about 10 percent of the cost of your ticket to the federal government. This money, or at least most of it, goes into a federal trust fund for airport purposes.

Noise insulation is considered an airport purpose, so in 1983 San Francisco International was the first airport to qualify for this program and to begin a flow of funds to local communities. The first community to qualify for this funding was the city of South San Francisco, San Bruno was second, and Millbrae has been the third community that has qualified.

Under this program the federal government

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or the local city applies directly to the FAA, the Federal Aviation Administration. The FAA will fund 80 percent of the cost of insulating homes in the given community based on the project. The remaining 20 percent of the insulation cost, called a local share, comes from the Airports Commission so that 100 percent of the cost is covered. That program has been in place since 1983.

Admittedly it started slowly because it was the first program of its kind. But today, presently $4 million has been expended on home insulation, and there currently is $16 million funded for home insulation in the communities of Millbrae, San Bruno and South San Francisco. That money is controlled by the rate at which the communities insulate homes.

So for those of you in those communities, the way the program is set up is each community controls and runs its own program. So if you live in one of the effected communities, you should talk to the people at your local city hall, talk to your city manager to determine exactly how the program is progressing and what the plan of attack is within your community.

The Airports Commission historically, and

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I am recommending as part of this plan that this program continue without regard to location, whether you are within the 65 CNEL, as defined by state law, or outside the 65 CNEL as defined by state law is immaterial. We will fund 100 percent of everything within the 65 CNEL, which will allow that matching funding from the federal government to go to fund the homes outside of what is that specific level. So as part of a clarification on that subject, I hope that is helpful.

As part of my recommendation to the Commission, we are recommending a continuation of the existing program without regard to geography, or I am recommending it, and a full funding within the 65 decibel area that I described to you earlier.

At this time one -- one other thing. I know there may be questions by people who may or may not have been actively involved in the process over the last several years. I will be available after the meeting, as will members of my staff, to answer any individual questions you might have that might concern you specifically.

Now what I would like to do is I would like to turn the microphone to Commission President Pat Murphy to begin the Commission's portion of this

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evening's hearing.

MR. MURPHY: Thank you, Mr. Turpen. The September 2nd, 1992 meeting of the San Francisco Airports Commission will please come to order.

Would you please call the role.

MS. CARAMATTI: Commissioner Murphy.

COMMISSIONER MURPHY: Here.

MS. CARAMATTI: Commissioner Matteson.

COMMISSIONER MATTESON: Here.

MS. CARAMATTI: Commissioner Jeanpierre.

COMMISSIONER JEANPIERRE: Here.

MS. CARAMATTI: Commissioner Brooks.

COMMISSIONER BROOKS: Here.

MR. MURPHY: This is an informational meeting, as Director Turpen indicated. We have a number of individuals who have expressed an interest in speaking.

If you wish to speak, please fill out a Request to Speak form. It is a little white slip of paper. And submit it to the Commission secretary.

We have a few ground rules. We ask that you try to avoid repetition. We ask that you try to limit your remarks to three minutes, if at all possible. As Commission President, I retain the right to restrict the amount of time that speakers use

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because we want everybody to have a chance to speak.

This is an important meeting. A lot of you are here and are very interested in what is going on tonight. A lot of you are here for the first time, and I want everybody to have an opportunity to speak their piece.

Our first speaker to ask questions is Mr. Roger Chin.

Mr. Chin, welcome.

MR. CHIN: Thank you, Mr. Chairman, and members of the Commission. My name is Roger Chin and I am here as chairman of the Airport Community Round Table and also as chairman of the CCAG ad hoc committee on the airport master plan mitigation.

As the Commission may know, the Round Table consists of elected officials from the nine cities around the airport and San Mateo County, as well as representatives from the mayor, supervisors and Airports Commission of the County of San Francisco.

CCAG, which is the Cities and County Association of Governments of San Mateo County, consists of elected representatives of 19 of the 20 cities in San Mateo County and the County Board of Supervisors. The individuals who have been appointed

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to represent CCAG and the Round Table to negotiate with Mr. Turpen and his staff on mitigation measures are:

Mary Griffin, who is a county supervisor and chairman of the Round Table subcommittee on noise insulation funding.

Ray Miller, who is a councilman from Brisbane and also chairman of CCAG.

Pat Kelly, Hillsborough councilman and vice chairman of the Round Table.

Roberta Teglia, who is a vice mayor of South San Francisco.

Gary Orton, the mayor of Belmont.

Janet Fogarty, councilwoman from Millbrae.

Representatives from the county legal staff, planning staff, and public works, as well as Samtrans planning and engineering staff.

One very important person that I have left off my list is Jesus Armus, who is a city manager from the city of South San Francisco, who also represents the 19 city managers of CCAG.

And lastly myself, as the mayor of Foster City and also as chairman of the Round Table and the CCAG ad hoc committee chairman.

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CCAG, by consensus on August the 13th of 1992, and the Round Table, by vote of the Round Table on August the 26th, concurred with the ad hoc committee, this committee that I just spoke of, to have presented to the Commission results of the past two and a half months of discussions and negotiations of Mr. Turpen. The results of those meetings is a comprehensive package of mitigation of impacts described in the EIR proposed airport master plan.

On behalf of CCAG and the Round Table, we are asking the Commission to review and comment on our draft mitigation proposal dated September the 1st, 1992. I believe copies were sent on to you yesterday. This proposal will be the agreement between the Commission and CCAG and consists of two elements.

Number one, an amendment for the Memorandum of Understanding, the MOU of the Round Table. This amendment has two parts to the MOU. The first is a noise insulation funding program; and two, a joint work program on airport operations and procedures.

The second part of the -- of the proposal is the mitigation of traffic impacts resulting from the proposed airport master plan and consists of a traffic study, transportation mitigation measures, a

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congestion management plan, and a joint work plan.

The noise insulation funding program is a result of realistic analysis of dwelling units that have been impacted now and in the future, regardless of whether these homes are within any noise contour or not and are being impacted also by single event noises.

For example, and I use this as an example for what I speak, the noise contour line may run down the middle of the street. On one side of the street the homes are qualified for noise insulation; on the other side of the street those homes are not qualified or may be put in a different priority lower than across the street. This is only one example of a very illogical system which the Round Table have discussed on many occasions.

In order to permanently resolve this issue, we suggest that our proposal or a similar one be the goal of this Commission. Supervisor Griffin, who has chaired this effort, will speak to this in further detail.

As important, and I believe to be more important than the noise insulation program, is an effort to implement many issues for lessening noise, studied and analyzed by the Round Table for the last

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ten years.

In that regard, we are proposing that a joint work program be initiated to result in actions and procedures to lessen noise from aircraft operations. We are confident that after so much study that many, if not all, of the listed goals, when implemented, will have a major positive effect by improving the health, safety and environment for all the people in both San Mateo County and the City and County of San Francisco.

Traffic mitigation is a critical element of the proposed master plan. In our study of the master plan it is evident that a number of steps need to be addressed. A cooperative effort between the cities and counties need to begin to start a photographic study to identify specific measures that need to be developed and a joint work program for intercounty transportation issues. As Mr. Turpen has indicated, at our meetings a fair share assessment of needs and resolution of traffic impacts can be a positive direction for all of us.

Accordingly, the ad hoc committee requests the Commission give due consideration for the draft mitigation proposal that we have sent to you. We feel this proposal is a comprehensive package which

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lists issues that need to be addressed due to the proposed master plan and can be supported by the cities of San Mateo County, by both counties and the Airports Commission.

In conclusion, I would like to say that for the past ten and a half years, the Round Table and the airport, together with representatives of the FAA, the airlines, and the pilots, have developed an excellent working relationship. Many new ideas and programs towards the lessening of noise have been generated.

We need to now take the next steps, a joint and cooperative effort between all parties relating to the airport in both counties, resolving the issues identified in a draft mitigation proposal.

Thank you very much.

MR. MURPHY: Thank you, Mr. Chin.

Supervisor Mary Griffin.

MS. GRIFFIN: Thank you, Chairman Murphy. I appreciate your being here this evening and this opportunity to speak to you as a chairman of a subcommittee of a subcommittee which was formed in May, by the way, to begin work to address the needs of housing insulation for the residents of our county.

In listening to the airport director's

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presentation tonight, I would like to add something to what our chairman, Mayor Chin, has said. And that is, I note that our Memorandum of Understanding requests a bit more than Mr. Turpen's proposal has set out. And we recognize the fact that SB226 has passed, which only mandates 28 million over a period of time from now until the year 2000.

But our request of you is more than that and has always been more than that, because we feel that you will want our constituents to live in a less impacted environment. So we will request of you, in our formal presentation of Memorandum of Understanding, that you add to what Mr. Turpen has suggested tonight that if the FAA does not provide plans for all eligible homes, that you guarantee and pay the FAA portion, the 80 percent, in addition to the local matching share.

For example, if this were an additional 5,000 homes, it would be an additional $60 million. We recognize that we cannot put a number on this, even as we try desperately to identify how many homes were actually impacted and found that those statistics were not readily available to us.

I also would like to add my agreement with Chairman Chin's presentation that there are other

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issues beyond the housing insulation, which are extremely important to our constituencies: the issues of Runway 1 backblast noise, the issue of those homes that are not identified in the 65 CNEL in the new map but which are also impacted by noise.

We recognize that the airport is important to our economy, but we want you to recognize also that our constituency and our surrounding environs need to be protected from abuse. And we ask that you be fair and that you be equitable with us and that you give us a very good look at our Memorandum of Understanding and that we be able to work out that added measure.

Thank you very much.

MR. MURPHY: I had a question I wanted to ask, if you don't mind.

MS. GRIFFIN: Certainly.

MR. MURPHY: I understand SB226 as having a basic dollar amount of 28 million. That, I can understand. What dollar amount were you suggesting?

MS. GRIFFIN: That in addition to -- Well, not a specific dollar amount, Mr. Murphy. What we started out with was 60 million for the approximately 5,000 impacted homes that are now within what has been designated as a 65 CNEL contour line.

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And I must say when I look at those maps, it reminds me of my geography days and coupled with geometry put together. That in addition to that, that those homes that lie outside the 65 CNEL boundary, when you get our Memorandum of Understanding you will find there is another set of maps.

MR. MURPHY: I have read that.

MS. GRIFFIN: Then that if the FAA will not guarantee matching funds for those portions, that the Airports Commission does guarantee the matching amount and make us whole for that other footprint in which homes truly are still impacted.

MR. MURPHY: Up to what dollar amount?

MS. GRIFFIN: Well, it might be 61 million, might be 59 million. That would be determined by housing count within that footprint.

MR. MURPHY: Okay.

Roberta Teglia.

MS. TEGLIA: Thank you very much for the opportunity to address the Commission.

My name is Roberta Teglia. I am the current vice mayor of the City of South San Francisco, which as you know is one of the most impacted cities in the environous area by airport operations. I am also a member of the CCAG Negotiating Committee that

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worked very hard on the suggested litigation package addressing the significant impacts identified in the airport expansion EIR; namely, traffic and noise.

A few points I wanted to make because I really feel it is important to emphasize them so they are not overlooked or lost in the shuffle when you're considering the plethora of data and suggestions that are being made to you.

CCAG subcommittee and CCAG itself, CCAG represents in San Mateo County 19 of its 20 cities. Its members are all bona fide elected officials with accountability back to the citizens of their respective communities. We are not self-appointed. We are not financed by outside special interests. We have one responsibility and that is solely to be responsible for and accountable to the residents of this Peninsula.

Our recommendations, even though they are very comprehensive, really represent a minimum mitigation package that Peninsula cities need in order to support your proposed expansion.

We, on this Peninsula in the airport environments, have reached a threshold. We cannot entertain further pain and we must have relief from the current pain. It is our belief that the entire

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mitigation program, and we don't have a specific dollar figure, but we believe that between the traffic congestion management elements, the noise insulation, and all the rest of it, and the studies and everything else that it includes will cost less, substantially less than 10 percent of your total cost of your project. That makes it a very doable package.

For a city as small as mine, that is a lot of money. For a project as large as this, it is doable, it is bondable. It can be done up front with the other bonding for the other necessary expenses. I think it should be considered a cost of doing business on the Peninsula.

Peninsula cities view the airport as a very necessary component to a healthy economy, as I am sure that you do in San Francisco or you wouldn't be considering this move. Please give us the opportunity to work cooperatively with you rather than cause us to be adversaries.

Already there are those on the Peninsula that would have -- due to their own corporate greed, have the Peninsula cities and the airport at each other's throats. Please do not give them this issue on a silver platter.

I would urge you to seriously consider

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accepting CCAG proposals in toto. The suggested mitigations are really bottom line what we need on this Peninsula. Don't bog down the process by splitting hairs over Area B, Area A, and over whether a house was purchased before or after 1983. And it is not a house, it is really a home.

And lastly, please be advised that Mr. Turpen's latest representation of what he is currently recommending to you that the Commission adopt as noise insulation funding strategy simply won't fly.

Again, please consider the CCAG proposal in its place, and I would echo Supervisor Griffin's remarks about all they are asking for is fairness and equity.

And I thank you.

MR. MURPHY: Thank you.

Pat Kelly.

MR. KELLY: Thank you. Thank you.

Gentlemen, I just want to make a few brief remarks.

As Vice President of the Airport Round Table, I started this program in 1974 before the Round Table and have continued up until the present time.

The dimension I want to talk about is --

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talk about the insulation and other aspects of it -- is to reach a compatibility between the airport and the community.

As we all recognize, the airport is the chief economic hub of San Mateo County. However, it does represent 31,000 jobs which are very important to all of us. But we have to have a good neighbor policy to make it work for everybody.

My particular charge to Commission -- to Chairman Chin was to make a few brief remarks regarding the operational procedures.

The past three years we have been dealing with what we call the Runway 1 subcommittee, which dealt with the backblast noise, the preferential runway uses, the low frequency noise caused by the generation of aircraft engines, and the limiting of stage 2 and the elimination of stage 1 aircraft, the limitations at night.

And I believe that we can expand of these and we can have a working cooperation to achieve a better environment. And I certainly urge you to adopt the program we are presenting to you for the airport Round Table as contained in the Memorandum of Understanding and the CCAG.

Thank you very much.

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MR. MURPHY: Thank you.

Mr. Turpen has asked that I point out an omission in his list of cities involved in the insulation program. Daly City is also in the insulation program, and a request for insulation is pending before the federal government.

Next speaker is R.R. Miller.

MR. MILLER: I will make mine very brief.

I have been on 60 jets around the world in the last five years, and I know some of the stuff going on. What is going to happen when the MD-12 is developed? It is going to carry 1600 passengers. What are they doing to do in this area? How much noise are we going to have?

That plane is being planned in Long Beach and St. Louis. McDonnell Douglas, is it? Are those going to be noisier jets?

MR. TURPEN: The new -- Any new aircraft coming on line must meet some very stringent noise standards. 74700 has met them. And the MD-12, if in fact it does come on line, will be obligated to meet them as well. Those noise standards would cause an aircraft of that size with the new high bypass engines to be perceived as roughly half as loud as the current 747200 aircraft which departs San Francisco daily.

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MR. MILLER: How about December when the jets take off in San Francisco International and fly over Millbrae and Burlingame? Any of those homes going to be insulated?

MR. TURPEN: Currently, a number of homes at the -- what we term the south end of the airport and the area of Millbrae are currently in the insulation program. I believe Millbrae would be in a better position to tell you exactly which homes they are.

MR. MILLER: In Osaka, Japan don't they shut the airport down from 9:00 o'clock at night until 6:00 in the morning?

MR. TURPEN: There are a number of curfews in the Pacific. The United States government has elected not to participate in that type of restriction on U.S. airports.

MR. MILLER: That is all except for one more question. Who appoints the commissioners and how much do they get paid?

MR. TURPEN: I will be happy to field that one. The Airports Commission is appointed by the mayor of San Francisco, Mayor Jordan. And they are -- and they are compensated at the rate of $100 per month.

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MR. MURPHY: Thank you, Mr. Miller.

Mr. Del'Angela.

MR. DEL'ANGELA: If you will bear with me, Mr. Chairman, I am going to have a map brought up here which basically is going to describe some of the material that I am going to talk about.

Basically what the map is, for the people in the audience and for the Commission is -- it shows the difference between our current eligible area, which includes approximately 10,500 homes, which is in the white --

MR. TURPEN: Excuse me. Could you turn that so we can see it?

MR. DEL'ANGELA: Yes.

MR. TURPEN: Thank you.

Keep going, Mr. Del'Angela.

MR. DEL'ANGELA: Basically, the reason the map is there, to clarify, the white outline is -- all the people in that outlined area in white are eligible for sound insulation right now. And according to the proposal that Mr. Turpen is making to the Commission as part of the airport expansion, only the area in the yellow, which is the very compressed area, which basically cuts out about half the homes that are eligible -- will would be eligible if -- if

the proposal -- the mitigation proposal for Mr. Turpen is adopted. And in fact, it would be reduced even further if the 1983 restriction is put in. It would be reduced approximately 57 percent.

So essentially what we have left is a quarter of the homes that are presently eligible for insulation, if Mr. Turpen's recommendation is taken, would be eligible for insulation in the future. That is the problem that we are here with tonight. And I hear a lot -- we hear a lot of talk. And I am Lou Del'Angela. I am co-chair of CAN. And one of the concerns that we have and one of the concerns that I think that you have is that the rules are changing.

All of a sudden we have a large noise-impacted area and we have a large, massive airport expansion. And instead of taking positive steps to make sure all of the homes presently are insulated, instead we are going in the wrong direction. We are reducing those. And that is the problem.

I think one of the things that we are proposing is that the 1983 contour map, which is shown in the white line, be maintained and that the airport guarantee that every home in this contour be insulated by year 2000. That is the plan. That is the only

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plan. And anything less than that I think is unacceptable to this -- to this -- should be unacceptable to this county.

MR. MURPHY: Mr. Del'Angela, I wonder if you might comment on one concern that at least one commissioner has, which is that since I have been on the Commission, and I believe well before then, there has been an enormous struggle at SFO to reduce the number of stage 1 and stage 2 aircraft at very, very substantial expense, forfeiture of federal grants, deferral of federal grants. Is that an effort that we should continue?

MR. DEL'ANGELA: I think you should. But I think you also ought to recognize, Mr. Commissioner, that people are impacted, whether or not they are in the 65 CNEL or 67 or 62. People are suffering out there, and people's homes need to be insulated. And some artificial line on the map that you draw today and then come in and say you're going to do a map I don't think solves the problem. So I am dealing beyond that.

In fact, I will tell you what our proposal is, and I am going to submit -- We are not trying to be negative. Basically, we are trying to be positive. And I am going to submit for the record a

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list of proposals that CAN has drafted up that we would like the Commission to consider.

This -- this proposal essentially says keep the present contour, fund all homes in that contour, forget the 1983 exclusion rule. I don't know where Mr. Turpen came up with that, but that doesn't fly. But also -- also not only deal with insulation but deal with the operation of the airport. Deal with cutting out night flights, putting limits on night flights that come out of that airport. Penalize those airplanes that don't fly the proper routes and fly over residential areas. And prohibit the testing of engines at night when people are sleeping.

These are the things that reasonably -- traffic we think, as is the case in San Francisco, would require any major developer, this airport ought to provide funding to deal with traffic problems on the Peninsula on our neighborhood cities and on our freeways. They shouldn't just walk away from that obligation. It is required of every other developer and you ought to live by the same rules.

That is what we are proposing to you. And we believe -- and we believe as well that you have an obligation to housing. You know, if any large developer in San Francisco wanted to build a big

complex, he would have to pay $5 per square foot of development debt of building development that is constructed in San Francisco to provide affordable housing.

There is 9,000 new people that are going to be coming into this complex that don't have affordable housing. And certainly one of the things that CAN thinks you need to do is fund an affordable housing program so that you can help affordable housing be built in San Mateo County. That is important and that is over and above what insulation and what traffic measures you ought to have.

You know, there is a lot of things being said here about Mr. Chin was here and a bunch of officials. Tonight we are dealing with a -- we are dealing with a July 1st, 1992 proposal from the airport. We have not seen, the residents or CAN or no one has seen this CCAG proposal. That is not on the floor now. That proposal has not even been agreed to. It has not even been agreed to by the airport.

MR. MURPHY: Has it been agreed to by your organization?

MR. DEL'ANGELA: We haven't seen it. Tonight is the first time we have seen that proposal. I think if we are going to talk about a subject, we

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are going to talk about mitigation measures recommended by Mr. Turpen. Let's talk about that. Let's not cloud the issue with some 11th-hour proposal that has no validity, no approval, no discussion, or no knowledge of anybody in this room. I mean --

MR. MURPHY: Mr. Del'Angela, I do have to point out you're running into a time limit here and we do have an awful lot of people. I did want to ask you one question. Have you put a cost estimate on what your -- the proposal you have to deliver tonight?

MR. DEL'ANGELA: I think as far as insulation funds, I think if you do your multiplication we are talking approximately 10,000 homes that still have to be insulated. And if you're talking about $12,000 per home, then you're talking about a package of $120 million, some of which can be paid for by FAA. But if FAA doesn't come through and that money is not guaranteed, then the airport ought to pick it up. So you're talking about anywhere upwards from whatever to $120 million.

Housing. If you apply the San Francisco ratio, we would be talking about devoting between 40 to $50 million into a fund for affordable housing. In terms of transportation improvements you're probably talking about 20 to $30 million.

Councilwoman Teglia from South San Francisco said, it's doable. And I think you're responsible to do it. I think you have -- you're creating some major impacts in this county that you need to address. And so we are talking about a significant package. You're talking about a $2.2 billion project. You're talking about a massive project. So with a massive project comes massive obligations, and I think you have massive obligations. And you can't change the rules on the people by filing new maps and playing games with 1983 rules that don't make any sense.

You can't go through workshops which we have done -- we have done workshops with this county and we have found out that the counties -- people in this county came forth with 123 good ideas on how we can mitigate the airport problems. And do you know how many of those proposals found their way into Mr. Turpen's recommendation? Three. The rest of the proposals either were infeasible, were not discussed, or were turned over to some county or city agency.

I think you're making -- I think that whole public hearing process starts putting questions in people's minds: Why do we go to the meetings and make recommendations if the airport is just going to

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do what they want to do anyhow.

I would like to close and say this. I think -- I think your proposal, Mr. Turpen, will not fly. Will not fly. I think you need to go back to the drawing board. I think you have to come back with a responsible proposal, a proposal that is responsible to San Mateo County, because you're going to impact us. And I think this business with the MOUs, your negotiations with the governmental groups, I think when that is all done and that is all agreed to then you'll have to come back to a public hearing and discuss those MOUs and see what the people think about those agreements. And if they don't like them, then they will tell you they don't like them.

But in any event, this project should not go forth until everything is signed, sealed and delivered and nothing is out there hanging, we are going to negotiate that later. Because that doesn't work. And that is what CAN is basically saying. They are saying do a good job, do a complete job, and don't take shortcuts and don't play games with the people who are suffering with noise in the communities around the airport.

Thank you very much.

MR. MURPHY: Could you move the map over

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there so people can see it?

Shelley Kessler.

MS. KESSLER: Hi. I am Shelley Kessler with the San Mateo Labor Council and the Airport Labor Coalition. We will be having a speaker from the San Mateo Labor Council, Art Pulaski, who I would actually like to defer to first. But since I am here I will go for it.

The Airport Labor Coalition represents 25,000 workers in San Francisco International Airport. The purpose of our organization is to promote the interests of all the working people, regardless of whether or not they are in unions.

An example of this is the child care center that the Airports Commission and many communities around here have signed on to that is being built currently in Burlingame. It will provide child care and extended hour basis for the workers in the San Francisco Airport community, at the airport site as well.

We have had a long relationship with the Airports Commission and its staff and have made an effort to make sure there is an open-door policy for the needs of the workers at the airport. While we may not always agree, we do think that the relationship

that we have sought to develop is one that has been principled and aboveboard.

The Airport Labor Coalition has studied the master plan and the mitigation measures, and this is no small task as anyone who looked at 18 inches of these documents will attest.

As with other issues, I know that we will have to work out a lot of the direct implementations of the master plan as we go along and that many of the issues that will come up as we go along will have to be resolved on a case-by-case basis.

We have some questions about the transportation issue. I have submitted a letter to that effect. But in the main, the Airport Labor Coalition supports the adoption of the master plan taking into account the mitigation measures that will constructively meet the needs of the communities. Our jobs rely upon it. We are sure the plan could be implemented in a way that would be paced with the role of commerce and travel advancements, as well as adapt itself in a sensitive manner to the surrounding communities.

Yes, our jobs are important to us. Yes, we are concerned about them at the airport. We have 25,000 people who are really relying upon this airport

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to survive, not including their families and the communities here surrounding the airport. But we are willing to work through the problems. We think we have a great potential here to maintain the airport and its commerce in a way that is competitive with the rest of the world and maintain the community around it.

We in the labor community are concerned because with the NAPTHA agreement and some of the other agreements that are allowing U.S. trade to go overseas and to other countries, many of our jobs are going with them. We want to make sure this airport is maintained in a way that is competitive with other airports in other commerce areas.

So I would like to end with a thank-you to the Airports Commission for taking the time to come to San Mateo County. We really appreciate you have done this and we look forward to working with you in the future.

Thank you.

MR. MURPHY: Ida Roible.

MS. ROIBLE: I pass.

MR. MURPHY: Dan McHale?

MR. McHALE: Mr. Chairman, members of the Commission, thank you for this opportunity to speak

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before you were this evening. Again, welcome to San Mateo County. You get $100 a month for this? That is a comment on the economy.

My name is Dan McHale. I am here this evening representing the San Mateo County Hotel and Restaurant Association, as well as the Burlingame Hotel Council.

San Francisco International Airport over the years has spawned a $200 million-per-year plus airport hotel industry. Currently over 9,000 personalized hotel rooms are clustered round the airport, providing jobs to over 5,000 full-time employees. As an industry that depends upon SFO maintaining its position as a gateway to the Pacific Rim, we are supportive of the airport's planned expansion and a master plan that effectively addresses noise and ground transportation concerns.

This evening you have heard from local citizens concerned about living in close proximity to SFO. One of the major benefits to neighboring cities such as Burlingame is the occupancy tax generated by hotels that currently makes up $5 million of Burlingame's $29 million annual budget.

Countywide, 1991 airport hotels have generated in excess of $15 million in occupancy taxes,

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all of which went to augment local communities' general funds.

At a previous public hearing, representatives of our industry raised our concern at the prospect of hotel courtesy buses, vehicles being excluded from the terminal roadways after opening the proposed west-of-Bayshore ground transportation center. We have two primary concerns.

Number one, airport properties, in addition to the usual services and amenities hotels are known for, sell convenience. If, after collecting luggage, passengers have to take some form of people mover in order to reach the ground transportation center, the level of convenience will be severely impacted.

Point two is San Mateo County hotels currently spend in excess of $6 million per year providing complimentary airport shuttle service to hotel guests. An estimated 3 million passengers are transported annually to and from the airport's terminal by hotel shuttles. If the service is not convenient, it will not be used. If the service is not used, more than likely it will be discontinued.

We request the opportunity to work with airport staff so that a convenient and acceptable

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airport hotel shuttle service may be maintained. This would not only satisfy our business concerns but serve to avoid the prospect of this substantial segment of SFO's passenger traffic, further compounding congestion on Highway 101 as a result from moving from complimentary airport shuttles to single-passenger vehicles such as taxicabs.

Thank you for any consideration given our concerns. And as an industry, we look forward to working with you.

MR. MURPHY: Thank you. Jerry Nelson.

MR. NELSON: Good evening Mr. Chairman, Commissioners. Thank you. Lou, I would like dearly to join in the Turpen-bashing, but I am here just to talk to one specific issue. I am sorry, Lou. It is hard to do.

My name is Jerry Nelson, president of Air Transport Employees local 1781, the machinist's union, representing approximately 12,000 of the ground support people at the San Francisco International Airport, comprising United Airlines, Northwest, Mexicana, et cetera.

The situation exists tonight with this Commission is being presented with a problem of trying to split the baby, trying to solve everyone's problem.

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And here stands before you another special interest group.

I represent the workers out there that absolutely, unequivocally support the expansion of this airport so that it becomes the state of the art in the air transport industry. And that is the point that I would hope that we can communicate to the surrounding communities of that airport, "state of the art."

I have been an aircraft mechanic for over 25 years. It is true that I am probably half deaf today, as having worked from the JT-4 engines, right up on to the new 4000 engines. However, the state of the technology has changed dramatically.

You have seen the footprints of the local communities presented to you. Let us put into the equation another element. The state of the art that is going to exist four years from now, five years, ten years, is going to be dramatically different than it is today, but I have fears.

The fear that I have is that the current maintenance facility at San Francisco International Airport owned and operated by United Airlines is 3 million square feet under one roof, 3 million square feet on 142 acres.

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This Commission needs to know that in Tijuana, Mexico today, they are building an 8 million-square-foot maintenance facility. We don't want to lose the maintenance here in San Francisco. We do not want to become a second-class airport. What we ask this Commission to do, with the guidance of Lou Turpen's staff -- because you're taking the brunt of the beating here tonight, I love it. I love it.

However, we have got to understand that what we are looking at here is a balance. In any way that the expertise of those mechanics, those union members at San Francisco International Airport can play a part in assisting you, we are there 100 percent. And we thank you for your patience and apologize as public officials for your only receiving 100 a month for this abuse. Thank you.

MR. MURPHY: Tod Robinette.

MR. ROBINETTE: Good evening. My name is Tod Robinette. I am a resident of Burlingame. And first I want to apologize, because I first became aware of the airport expansion two months ago. So I am not terribly informed on all of the studies that you have done.

I have taken a look at the draft mitigation -- or international airport master plan

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mitigation program, and I would like to just give you my comments on areas that are of concern to me.

First of all, it seems as if air pollution from planes idling on the jetways is getting much worse. If you go to Coyote Point or down to Shoreview or Norfolk or downtown San Bruno on any type of stagnant day you are smelling kerosene fumes as if 10,000 barbecues have just been lit or smoldering. The problem is getting worse. It is not going to get better if more flights come through SFO.

In your draft report here it says that you do not have control over the air quality but that the airport can request that the appropriate agency study the effects of San Francisco International Airport operations to assess public health impacts. This request for a report would include airborne kerosene particles as a specific subject of this study.

Frankly, I think before any further expansion can be considered at the airport we really have to know what impact these fumes are having on people's health. You know, it may be a great boon to the county to bring in a lot more revenues from increased air passenger traffic, increased hotel revenues, taxes on other workers. But frankly, if the

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quality of life is going to decline in San Bruno, Millbrae or Burlingame or San Mateo because of increased air pollution from the airport, then I really think we are cutting our own throats. Property values are going to go down and people aren't going to want to live around here. And I really think it needs to be considered. And I would appreciate if you would make the recommendation to the appropriate public agency to study these effects. Thank you.

Oh, one -- one other remark. You talked about an interconnecting line between Caltrain and the airport to shuttle workers from the airport to Caltrain. I certainly hope that the existing Caltrain schedule will be augmented because, as you may know, Caltrain really only runs, at least for most people, between 6:00 in the morning and 6:00 at night. And the last train, except on Friday, leaves San Francisco at 10:00 in the evening and it really is not much of a service for people working swing or graveyard shifts. Thank you.

MR. MURPHY: Thank you. Duane Spence.

MR. SPENCE: Good evening, Mr. Chairman, members of the Commission. I too would like to welcome you to San Mateo County and thank you for holding what I think is your first commission meeting

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in our coun[illegible] even though you have b[illegible]n an absentee landlord all these years.

My name is Duane Spence. I am from Hillsborough, and I represent the Airport Mitigation Coalition, largely a group of residents who reside outside the 65 CNEL boundary.

We have been meeting -- attending meetings of the Round Table since its inception in support of their actions, and leaders of our group have met with dozens of meetings with Mr. Turpen in discussion of our priorities. I might point out that we citizens, compared to each of you, that we make exactly $100 a month less than you do in this effort.

The joint action -- joint powers study was a two-year study that concluded in 1980, and in its conclusion it published what was called the joint action plan.

The joint action plan specified that the priority noise abatement measures were to be on-airport measures. The lesser priority items were off-airport items. I might point out that a lot of discussion is going on about the insulation of homes.

If that program goes ahead, as it should with all speed and with great success, it will have accomplished less than 10 percent of the noise

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mitigation that must be accomplished.

In the joint action plan there were 15 priority on-airport items presented and signed off by San Mateo County, representatives of San Francisco County and the airport. If we examine the results that we have observed over the last 12 years since that time, we find that the scope of the noise problem has not gotten better, it has gotten worse, especially in the last few years, which we think largely is the result of a shift of noise to the backblast communities, the hillside communities behind Runway 1.

We find that if you are producing an EIR for your proposed expansion, and in that EIR if you are basing your statements that it will not increase the noise in this community, and if you are basing the measurement of noise on the CNEL technique, then we feel that you don't know what is going on.

Among the experts it is well known that the CNEL is inappropriate to measure the true impact of noise. It is based upon an average level of noise rather than single-event noise.

Of the 15 mitigation measures that were put forth in the joint action plan, 12 of them have not been implemented in the last 12 years, some of them not at all, others with less spirited and -- and

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I should say inventiveness that could have been done in the true spirit with which they were presented. And unfortunately, we now have to make the conclusion, and I can't put it more simply, that it has been demonstrated to us that the airport is either incapable of or unwilling to manage the noise that it is currently creating.

Now, with that in mind we would like to offer some action items. We want a curfew on Runway 1 between the hours of 11:00 p.m. and 7:00 a.m. We want the visual shoreline departure to become, again, a major departure route with noise abatement as its purpose, and also the use of Runway 10. We don't want these to be suggested alternatives; we want these to be rigidly adhered to by the airport policy.

We want a single-event metric to be developed, and only after that time can you truly measure what is going on with your noise management program. Once that metric is developed, you can then put forth various operating schemes and truly measure whether they are successful or not, and the more successful ones can be pursued further.

Only after suitable measurements are being generated to truly measure what we are enduring on the -- in the hillside communities do we feel

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that -- that at that time we can discuss with you what we feel right now is your responsibility on your part.

We feel it is irresponsible for you to come to us and ask an endorsement of a 70 percent expansion in your operations and maybe a 30 percent expansion in actual aircraft operations. At the same time you are not managing the noise and traffic and kerosene that you are inflicting on the Peninsula.

We feel that that it is within the capability of the Commission and the airport administration to follow our proposals and many, many other creative proposals that are before you, and we would like to see this done and demonstrated before you consider signing off on your expansion plans.

Thank you very much.

MR. MURPHY: At this point we are going to take a 15-minute break, our court reporter can rest her fingers and we will resume -- it is now about 10 minutes after 9:00. We will resume -- I mean, it is 20 minutes after 9:00. We will resume at 9:35.

MR. MURPHY: We have another clarification or explanation from our director.

MR. TURPEN: Thank you. We have a request from someone in the audience to explain how this insulation program works with respect to the

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airport easement.

Very simply, we have a law in San Francisco which says that the airport cannot give away money for nothing and they need some consideration. And when we started the insulation program in 1983 after a great deal of effort, what resulted was this: If a citizen accepts money from the airport for home insulation, we ask that citizen to sign a navigation easement.

What that means is that you will not sue us for aircraft noise if we spend money to insulate your home. That is in effect today. That has been a foundation point of our program since 1983.

Currently, the $20 million which is in the fund for insulation is conditioned in that way as well, and to date everyone who has used airport funds for insulation has executed that agreement not to sue.

MR. MURPHY: Great. Thank you. Our next speaker is Ellie Larson.

MS. LARSON: Commissioners, my name is Ellie Larson. I represent the Sierra Club. I represent the members who live in San Francisco, on the Peninsula, in the state of California. I have to have a very broad viewpoint in order to represent this kind of constituency. We come from all walks of life.

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We are in t[illegible] business trades. We a[illegible] in retail. We work all sorts of different places.

I understand that I am here to comment on the draft of the mitigation programs. That is my understanding of what the agenda is tonight. Because of the heft of this document, I am going to limit it strictly to the noise aspects. And I am not going to comment on the insulation program.

I think the -- you have heard a great deal about this proposal, and I want to make sure that you understand that of all of the work that has been done to mitigate the impacts of the airport, the noise insulation program has been the last priority. If you can't solve the problem any other way, then you must insulate. It is the end.

Now, as you know, people have told you already that we have had the joint action plan that came out of an amount. You have also had a negotiated settlement with individuals over noise lawsuits. None of these programs have been implemented successfully. There are still many, many items. They are good programs. They can solve problems. They haven't been implemented. We are still waiting for the noise problem to be addressed by ideas that have been on the books for years.

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Now we have a new one. This one. I read it and I read words. For instance, consider doing thus and so. That -- It seems to be the sense of commitment that one gets is that perhaps the airport will consider doing something.

The time has passed for consideration. It is time to implement a mitigation program. Not only to implement it, but implement it effectively so that something is achieved to lessen the noise problem caused by this airport in its present condition, not with 300 more flights a day, its present condition.

I would like to suggest: Coming out of the workshops and the EIR are some very good ideas. There are also a lot of good ideas here. Those should be implemented too. Now, when you -- if you do act on the draft that is before you now, cross out the word "consider" and put in the word "implement," for starters. Time has passed for consideration. That has already been done. These have all been considered.

In addition to that, the airport has taken the point of view that something can't be done. For instance, a curfew can't be done, as if no other airport in the nation has curfews. So they do, curfews exist at airports. Economic -- I would also

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like to consider that some of the most powerful implementation matters have to do with economic incentives and disincentives.

I would like to suggest that you need to develop and initiate economic incentives or disincentives as program, or programs, for the air carriers and other operators via lease agreements, airport rules and regulations, landing fees and any other contractual agreements between the airport management and the airport users.

If you're building space that the airlines are going to occupy, you are undoubtedly going to have contracts to enter into with the airlines. As a part of those contracts you have all sorts of possibilities to implement economic measures that will help them comply with all these great ideas in here for achieving some improvement in the noise environment. It can be done if you're willing to really do it, but it takes a management that is willing to do it.

If you want help, some of us who attend the Round Table meetings on a regular basis for the last -- since its institution would be glad to help you. In fact, I think the Round Table, in its funding from the airport, needs to employ a number of experts.

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For instance, an economist who would help devise, using cost benefit ideas in a professional manner, to help devise some of the strategies that might help the program work.

I am not going to take your time any further. We have all devoted too many hours and too much paper. I understand that most of you are fairly new to this procedure and we are delighted to have your ear. We know that you are the decision makers. It is up to you to make sure that the EIR is -- contains the proper mitigation measures. And we do not want to put up with unmitigated noise, and do keep in mind, that the noise insulation program is the last thing that was supposed to have been done. And it is only going to take care of the residual noise for the people that you can't help any other way. But there is still a very large noise-impacted community outside of the 65 CNEL contours.

Thank you very much for hearing me.

MR. MURPHY: Thank you.

Angela Wilson.

Charles Netherby.

MR. NETHERBY: Thank you for hearing me. My name is Charles Netherby. I am a representative of the International Association of Machinists &

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Aerospace W[illegible]kers, localized 1305. I have the pleasure of representing the mechanics and the service employees for various rental -- automobile rental car agencies around the San Francisco Airport.

I believe that we need to move with caution. I believe that we need to plan for the future, all essential ingredients in moving forward. But the key word here is that we have to move forward. We cannot stand still. We can plan at a point where the future doesn't happen. Don't let that happen.

I am here to say that for the machinists localized 1305, we are in support of the master plan.

Thank you very much.

MR. MURPHY: Janice Musande.

MS. MUSANDE: Good evening, Commissioners. I am one of those people that they never call for a poll. I am always wondering who they call because they never call me, so I thank you for giving me the opportunity to address you tonight.

I hope that my speaking before you is not an exercise in futility. I seem to hear that the airport expansion is a fait accompli, and I certainly hope that is not the case.

We seem to be talking about two issues. One issue that I am hearing is that 12 years ago

certain pro[illegible]es were made to San Ma[illegible] County residents that have not been fulfilled, and now you're coming back and you're asking us, notwithstanding the fact that we failed to fulfill our promises to you during the last 12 years, please trust us and let us do further expansion and create further problems, because then we will do not only what we didn't already do but perhaps do a little bit more.

Somehow that doesn't fit. As my neighbor said, it is analogous to a husband beating up his wife and then coming to her and saying to her, "Honey, trust me." What is incredible to me is that we are dealing with at the present time with an enormous federal, state and local deficit. Where is this money coming from and how can -- how can San Francisco County and its elected representatives justify spending this kind of money on airport expansion when there are problems with educating our children, with health, with housing?

Don't tell me this is going to create jobs. The jobs at San Francisco Airport are not going to employ intercity youth. The people who work at the airport are not going to be able to afford housing in San Mateo County.

I have clients who are commuting from

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Vacaville who work at the airport. This plan was initiated prior to the 1989 earthquake. We have not had 280 opened. It is impossible to get into the city on 101 under present conditions, as it is impossible to get out of the city during rush hour traffic, and yet you're talking about a program that is going to add further congestion to 101. I think this money would be better spent reopening 280.

What I am hearing from people is what I hear from all politicians: Dollar signs, profits, money. You can't put a dollar sign or a value on the quality of my life. You can't put a dollar sign on the safety of my child.

I live in Burlingame in the hills. When the wind shifts I am apparently in the traffic lane on, I believe it is Number 1. I have stood outside in my back yard -- and I invite you all to come over. I will be happy to feed you a barbecue, but I can serve coffee at the end of a broom handle to some of these planes that are coming over. That is an exaggeration, but I can see their faces in the window.

Those planes fly over Trousdale. They fly over Franklin Elementary School. I have sat in the library at Burlingame Intermediate School and I listen to the constant disruptions, and I ask the

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teachers how can the kids study when this is constantly going on. And the answer is: They get used to it. These are the present conditions.

You're talking about adding upward of how many new planes a day, I don't know. You are talking about Mills High School. You are talking about the grammar school in Millbrae. How do you put a dollar sign on the safety and the well-being of our children. You're talking about mitigating. There is -- You can't mitigate the invasion that we all experience under present conditions. It horrifies me to think of what will happen if you expand this. You're talking about the quality of our lives.

I guess my last question is rhetorical and it would be: Mr. Turpen, I really would be curious what county you reside in?

I thought so. Thank you for your time.

MR. TURPEN: I typically don't broadcast my county of residence, but I live in San Mateo County.

MR. MURPHY: Harry Close.

MR. CLOSE: Good evening. Thank you, Mr. Commissioner, for coming to hear us.

My name is Harry Close and I live at the top of the hill in Daly City, or near the top of the

hill on the southeast slope. And in that location, we get not only -- not only are we close to the aircraft, but we get a double whammy from the deflected noise coming off of the hill. So we don't just get noise, we get vibrations. The house tremors on occasion.

And I just wonder how that blue zone and gray zone have been determined on the handout that I was given, because certainly we have a lot more noise than people who are lower down and yet closer to the airport. So I hope considerations of the terrain are taken into account when it comes to insulation.

Really that is my main point. I hope you will ask the communities to set up a rational system of priorities on whose house is going to be insulated first.

I have lived at my address for 24 years, and it seems to me that I should have priority over insulation to someone who has been here a much shorter period of time.

So thank you very much.

MR. MURPHY: Thank you.

Mr. John DeMarco.

MR. DeMARCO: Mr. Murphy, Commissioners, my name is John DeMarco and I live in Burlingame. And I am happy about the insulation programs, if some

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people get relief. I am also happy that jobs will be created. However, the fact is that the noise behind Runway 1 where I live in Burlingame is bad, and it is getting worse.

I have a few comments to make, and hopefully the message will be given and I won't have to go into much detail.

I have traveled to Europe several times over the last couple of years, hopefully to get away from some of this noise, especially during the summertime. And I have gone in and out of many international airports. And I have traveled enough and seen enough to know that the planning for this massive airport expansion program lacks proper mitigations and is a mess from start to finish. It has not been thought through.

A minor example I noticed when I was in London and Paris was that large groups of people carrying luggage on lightrail trains and BART systems is ludicrous. You don't see it. They take taxis. They take air buses. Things like that.

For a more detailed analysis of the futility of this proposed expansion program I refer you to pages 1 through 7 of the letter from, I guess it is Washburn, Brisco & McCarthy. They are

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attorneys. Anyway, this letter was to Sidney Whitskey, president of the San Francisco Planning Commission, May 20, 1992.

Evidently, they are lawyers for the Cole Company, and this appeared in either the Round Table minutes or the airport minutes. I guess you have read it.

The aircraft noise insulation program, while helping some, will not solve the noise problem resulting from the single-event occurrences. It is my understanding that my home is approximately 100 yards from homes and schools that will be insulated. Now, the point is, of course, is anything going to happen 100 yards away.

My main concern, however -- because even with insulation I would like the use of my home to the extent where I could open windows, go out into my garden -- but anyway, what about students? If their school is insulated, what happens when they walk 100 yards, let's say, to their home and they try to study and they try to get a full night's sleep, which is very difficult with airplanes taking off and landing day and night.

Last night was a good example, being blasted out of my bed at 2:00 a.m. in the morning.

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Anyway, the Airport Community Round Table has shown itself to be, in my opinion, ineffective in dealing with noise-related mitigation measures associated with the master plan.

I have attended many meetings over the last several years, and I am truly disappointed. They don't seem to have the ability, for whatever reason, to put any teeth into opportunities to really do something of substance. And I am concerned about, for example, the consultant and who pays the consultants. Is the consultant paid for by the airport? So are we getting the -- are we getting the full story and are we getting the consultations that we should be getting? I don't see it. I would like to see more experts brought in, and unbiased experts.

Now, the mayor of San Francisco, I know, has a background in police work. I don't know the background of the airport commission or Round Table members to a large extent.

I would, however, hope they have traveled by air extensively, they have gone into airports in Europe, comparable to SFO. I also would hope they have a scientific background. You are going to be asked to make some very technical decisions. I hope if this is not the case, you do get experts that are

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unbiased and from the outside community and not in-house.

I certainly haven't seen this at Round Table meetings, although I have asked consistently for these types of experts to come in and explain in English terminology that I could certainly understand about what is going on and things that we could do and not do. I don't think we are getting the full story.

In conclusion I would like to say: I grew up in Brisbane, which is right next to San Francisco as many people know. And for years it was literally the garbage dump of San Francisco. And I know all of the politics involved, and I would hate to see something like this become political. I am now living in Burlingame, which is well on its way to becoming the noise dump of San Francisco. And I certainly hope that could be reversed.

Thank you.

COMMISSIONER MURPHY: Marilyn Rossi.

MS. ROSSI: Good evening, Commissioners. My name is Marilyn Rossi, and on behalf of the Coalition of Airport Neighbors we would like to thank you for holding this meeting here on the Peninsula. I am co-chair of CAN.

I have lived in South San Francisco for

34 years. I think you have heard me say this before. Some of the neighbors that I have lived with for those years are here tonight. I have been in the homes of the people in Avalon Pines. Let me say that Mr. Turpen's quote in this morning's paper that we are a group of artificial bodies is offensive to myself and to my neighbors. These are real bodies. There were 450 of us here tonight. That is only an inkling of the people that are impacted.

If he seems to think that we are more interested in sending out mailers than in solving the airport noise problem, let me state: The airport noise problem is not ours to solve; it is the airport's problem to solve. The renters that -- the renters or the people that have purchased their homes after 1983 very much are affected by this.

My son happened to be a renter until he purchased a home in Brentwood. He was born and raised in Brentwood, in South San Francisco. He was not eligible until he purchased the home that he now lives in, and then he had to wait a year and a half before he was insulated. It is just a constant wait, wait, wait and nothing gets done.

Let me just say that the Coalition of Airport Neighbors are here to try, just try and get

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things movi[illegible] and done. We ask our [illegible]ected officials to do what your constituents elected you to do, and that is represent us. We are the people -- we are the people, that is all we are. We elected you. Please do what we asked you to do.

Thank you.

MR. MURPHY: Marlin W. Townsend.

Al Teglia.

MR. TOWNSEND: Commissioner, my name is Marlin W. Townsend and I am chairman of the Foster City Noise Abatement Committee. As you can imagine, I live in Foster City. The committee, along with residents of Foster City, strongly support a number of the mitigation matters that have been presented, that are being presented tonight.

We would like to remind you and the audience that Foster City is the only city which will suffer CNEL increases in both 1996 and the year 2006 as a result of air traffic increases in the master plan.

Now, you have had a lot laid on you tonight, a lot of burdens to solve. I am bringing something to solve and you can solve it now. It takes no federal money, no state money, no airport money, no county money. It is very simple. Operational

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procedures alone will solve the Foster City problems. That is what we are asking. And they can be implemented now.

First, we would like to see the shortcut, which airliners take when they are arriving from the south coming in over Woodside and then being released, basically, to proceed directly to the bridge outer marker and then to make the approach to the airport left or right, we would like to see that shortcut limited by Bay Trade Con, which is an FAA activity, taking strong activity not to release the aircraft to their own flight paths, but to ensure they remain out over the Bay on that approach. I think that is possible.

Secondly, the LDA, which is lateral displace approach with distance measuring equipment, is now installed, as you know, I believe, and has been flight checked by the FAA. We would like to see this be the only approach path used at night; and we can define "night" to be 11:00 to 7:00 or 10:00 to 6:00, but it should be defined definitely. And let's say in our case 10:00 to 6:00. We would like that to be the only flight approach path used at night. That would be a single stream operation.

We would like to see that be the only

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flight path used at night at least until an additional navigational fixes can be put in place which would allow side-by-side approaches to Runway 28 Left and 28 Right.

Third, we would like to see the pass sewer, which is already installed, be available to the Foster City Noise Abatement Committee or to any other city's activity in order to verify which airlines and which flight crews are abusing the flight paths and creating the most noise. That is what we would like to see. And we have a request coming through the Foster City Council to the airport Round Table to permit us to use that facility.

Fourth, we believe that by increasing the minimum altitude from the present 1,800-foot level, which is the final approach level for aircraft before they commence their descent, by increasing that from 1,800 feet to 3,000 feet will provide a profiled descent for airlines -- for aircraft landing at international airport which will -- will eliminate the noise bumps that are caused by leveling off, adding power, dropping your gear, making more noise.

All of these things are possible, don't cost a cent, they just need to be implemented.

And finally, we believe the mitigation

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recommendation which is to reduce or change the backblast on Runway 10 departures by eliminating turns on the departure until a certain altitude is reached and then asking for thrust reductions at the turn point are practical solutions to our problems.

We appreciate your time and I know you have many very large burdens, but we think these things can be handled now and will work well into the future. And I thank you.

MR. MURPHY: Al Teglia.

MR. TEGLIA: Thank you, Mr. Chairman.

First, give me the opportunity of wearing two hats tonight, if you would, please. Let me talk to you first as the chairman of the Council of Cities of San Mateo County and say thank you for performing the opportunity to all of our cities and the residents of our counties to speak to you.

I recall the evening in Burlingame when I first approached you and said hold the meeting in our county, if you could, and thank you for doing that. Thank you all the Commissioners. A full appreciation to Chairman Roger Chin of Foster City and Supervisor Mary Griffin for chairing the two committees that have been working on the sound insulation and also the mitigation for the master plan.

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One clarification, Mr. Chairman, if I may, and it is a technical clarification that probably will have little impact on anyone, but it has to be made. It is Senate Bill 226.

The Council of Cities of San Mateo County have never taken a position of support. It is a recommendation from our legislative committee that has recommended support. The full body never addressed the issue. Only a technical clarification, but I feel it has to be made because the newspapers seem to be referring to the Cities of San Mateo County support. And yes, there is some individual cities that have, but the Council of Cities has not. And that has to be made clear. Thank you, Mr. Chairman.

Can I wear my mayor pro tem hat of Daly City now, if I may. We have just made our pre app, our pre application for $33 million of insulation moneys to the FAA. And we have done a small first phase. We are in the second phase, and now we have applied for the full amount to do the full 65 CNEL in our city.

Mr. Chairman, I have people outside of the 65 CNEL. As one of the speakers said earlier, they are getting particular noises and are not over flight noises. They are individual kinds of noises

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that may be called single events or may not technically be single events.

Your director of airports, Lou Turpen, in working with the two committees of the cities, has addressed or attempted to address funds into the single-event noise for the first time. And none of us know how to address single-event noise, but they are going to try and I am fully appreciative of that.

Now, I would like to, as the mayor pro tem of Daly City, invite CAN, invite everyone that has made the very fine comments tonight to really get behind a couple of operational issues that we have working at the airport. I am going to refer to it as my good friend Pat Kelly's hideaway one and the offshore takeoff.

Kelly Larson has been saying, and I fully agree with her, the operational part of mitigation of noise is as important or more important than the insulation of homes, because if the aircraft is removed from the residential areas, you do not need insulation of homes because basically you make a cacoon out of a home.

The offshore route completely removes the planes from over our cities, and your director has been trying his best to influence the pilots to do

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that. As you know, it is their determination when -- and sometimes they have to apply into the gap and that takes Daly City.

I have served on the Round Table from the very beginning and I have served on the Airport Lander's Committee from when I became an elected official in 1976. I fully appreciate the cooperation of the San Francisco International Airport. I hope you go forward with your expansion program. We need you and we need the operational procedures to mitigate the noise, to mitigate the impacts of your master plan. But let me invite CAN and everyone that spoke tonight to get behind these operational mitigation plans that are in place and help us make those plans even more effective.

Mr. Chairman, again, thank you for coming to San Mateo County with your commission. I fully appreciate it.

MR. MURPHY: Larry Lyons.

MR. LYONS: Chairman Kelly and Commissioners, I am Larry Lyons. I am a resident of San Mateo. I am involved in an office building in Burlingame very close to the airport. I am here tonight as the housing chairman for SAM SITA. It is an issue that I am surprised that nobody has commented

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on yet, and I am also surprised that one of our public officials have commented on it.

I have been to -- was to the Burlingame meetings. We came up with some suggestions that were never incorporated in the mitigating circumstances, but the -- this expansion and the addition of personnel will be adding a housing need of probably 3- to 5,000 additional units.

According to ABAG studies over the last decade, San Mateo County still has not met the housing requirements for the jobs created. One of their latest studies here shows that there will still be a bigger imbalance through the year 2010. This imbalance continues and this continues without considering the airport or the expansion of the airport.

The new jobs that are being created at the airport are not the high-level jobs. But what is happening in our county is that less than 10 percent of the households can afford to buy a home. We have 10- to 12,000 homeless people in which over 25 percent are employed but can't afford a place to live. Most of those people have minimum wage jobs that are somewhat related to what the airport or the hotels, restaurants and so on.

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Housing is a tremendous problem in San Mateo County, even without the airport expansion. We are not producing entry-level housing. We don't have enough rental units and we don't have low income for seniors units.

As a developer, if I were proposing to build a similar sized commercial project in San Francisco, I would be required to pay housing in lieu fees. One gentleman said there were probably around 50,000, in talking with the planning department today there would -- 55 million. There would be 55 million to 65 million. I would be paying school impact fees, something that hasn't even been addressed by anybody here.

Again, our public officials haven't addressed school fees. School fees would be in excess of $3 million. There would be open space fees and they go on and on. The proposed measures that the airport supply 100,000 for housing and clearance centers is absolutely absurd. This is an insult to the intelligence, I think, of the communities. I think the airport should be required to do no less than what a commercial developer would have to do in San Francisco, and that is pay some housing in lieu fees. And I am suggesting in the range of the 55 to

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$65 million.

I think that the schools ought to -- fees also ought to be paid, approximately $3 million. The in lieu fees could be used as sleeping seconds or some way to make the housing more affordable, with priority given to airport employees.

I think if San Francisco really wants to be a good neighbor with San Mateo County, that you have to address these issues. They can't be put on the back burner. It is going to become more and more of a problem. We seem to do a soft-shoe routine around them, but they do have to be addressed. Thank you.

MR. MURPHY: Thank you.

Dennis Kruger.

MR. KRUGER: Mr. Turpen, Commissioners, thank you for this opportunity to speak. My name is Dennis Kruger. I represent the San Francisco Fire Fighters at the International Airport. I have been a fire fighter myself here for 15 years.

I have submitted documents. I believe you have copies of them, and to save time I will just read the page 3, which are our recommendations to the Commission.

In order to meet San Francisco

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International Airport Fire Department's demands as outlined in the airport master plan, we propose the following:

One additional officer and seven fire fighters to staff an additional engine company, EMT unit, aircraft fire rescue unit needed for increased field site service, calls, i.e., fuel spills and also alert incidents.

A, the location of one officer and five fire fighters and equipment should be placed at or near the Pan American Airline facilities. This location would be best served -- would best serve the terminal area as -- excuse me -- would best serve the terminal areas as response time is critical and the proposed airport terminal change will increase response time from the existing fire stations.

B, the location of two fire fighters and fire fighting apparatus at Fire Station Number 2 to serve the new construction of facilities and the life safety of paramedical services. These recommendations are realistic minimum recommendations.

An additional concern centers around the need for increased staffing in the event of a major earthquake. During the 1989 earthquake, San Francisco International Airport could not rely on mutual aid

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from the surrounding departments. Should a major earthquake occur after the expansion, which would increase services, there could be a higher incidence of injuries. San Francisco International Airport fire department must be able to meet these demands.

It is -- it should also be noted that some of the major fire activities at the airport have occurred during demolition and construction; therefore, the issue of increasing staffing should be addressed immediately.

Local 798 as a labor organization supports the expansion of the airport and realizes that the opportunities created not only by jobs and commerce will place San Francisco in the forefront of airports and operations in the future.

I would also like to address another concern in over-looking the master plan. Having to respond to the west side of the airport's properties, which is west of the freeway, there is only two accesses, one being San Bruno Avenue, the other being Millbrae Avenue. Response time, five, seven, ten minutes sometimes, depending on traffic conditions. We also have to drive through the neighborhoods with rigs that are normally used on airport property and sometimes are larger than the streets can accommodate.

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In looking at the plans we realize that not only are you attaching people mover service that is going to connect with the rail service and possibly BART, which will increase the amounts of mechanical operations on the other side as well as passengers. Passengers create medical -- they don't create, but they are medical problems traveling.

We respond to about 1,800 to 1,900 medical calls every year, and this would increase due to the traffic and passenger load. We are recommending that an access for also police and fire be given to us to get across the freeway without going either north or south a mile in either direction. Having, like I say, done this, it is critical, especially with heart attacks, you need no more than six minutes. After that a person is called clinically deceased.

In summing, I would like to again emphasize one other thing. By increasing the staffing at the San Francisco Airport, you also provide mutual aid to the surrounding communities. We have agreements with all the communities that come in and help us in a disaster, and in problems that might occur in their communities we also provide mutual services. This would also be a benefit of increasing

the staffing for both the community and the airport.

I would like to sum up by again saying that we are in support of this plan because of the increase in jobs, as well as commerce. If you have any questions, I would be glad to answer.

Thank you very much.

MR. MURPHY: Thank you.

Bob Chetcuti.

Dan Ordanis.

Art Pulaski.

MR. PULASKI: Mr. Chairman, Commissioners. I thank you. Art Pulaski, San Mateo Labor Council. We represent over 70,000 members, union workers in San Mateo County.

Over a century ago -- By the way, I am going to edit my remarks given the lateness of the hour.

One story, though. Over a century ago in the state of South Carolina, it was the year 1889, Reverend James Wright, in a sermon to his congregation one Sunday, reflected that with the latest invasion, the automobile, mankind had achieved the pinnacle of worldly transportation. A crazy member of the congregation stood up in protest and said some day man will fly, and the Reverend Wright in retort said those

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now famous words, "If God intended man to fly, he would have given him wings." Twelve years later his famous two sons, Orville and Wilbur, built the first aircraft.

So as it was with Reverend Wright, so it is also with us, that we cannot stand in the way of the future. We cannot avoid the future. We recognize the fact that foreign/domestic trade is increasing. We recognize the evergrowing demand of air travel and commerce. And we also accept the fact that SFO here plays an essential role in the economy and jobs.

We have followed the development of this master plan for over five years. We have followed it with great interest. We have offered comments and critique in every phase. Some of those comments have been accepted and some have not. This plan is not perfect. It never will be. It is not possible. We believe that the airport must be responsive to the needs of the community. That is an ongoing process, even after the final approval of the master plan. We cannot expect any plan to be perfect, to resolve every detail.

We hope and we do expect that outstanding issues will continue to be addressed by both the airport and the community together, even after the

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expansion i[illegible]commenced. We also wan[illegible]o recognize one thing that I didn't hear tonight was some of the other efforts that the airport has made in terms of ameliorating the needs of the communities; for example, with noise and the reduction and encouraging the reduction of noise through the new generation aircraft and the kind of policies that it has created around that, the kind of lawsuits it has become engaged in around that. So we recognize that work the airport has done. We think more work needs to be done, but we also recognize the extensive work that the airport has committed to this plan and we now encourage your approval.

Thank you very much.

MR. MURPHY: Thank you.

Richard E. Schram.

MR. SCHRAM: Good evening, Commissioners and Mr. Chairman. I would like to thank you all again tonight for showing up in San Mateo County. We really appreciate that, and hopefully we will be doing this on a more frequent basis.

I am a resident of San Mateo. I am president of the San Mateo United Homeowners Association. I am also a director of the San Mateo County Coalition of Neighborhood Socializations. Our

members extend from Millbrae to Menlo Park. I have been asked tonight to come and speak regarding some of their concerns regarding the plan.

I believe it is important for both San Francisco and San Mateo Counties to work together to achieve a successful solution to the growth of the airport and the mitigation of the environmental impacts of this growth. And in order to reach that kind of a conclusion I think it is very important that the Airports Commission consider giving some sort of recognition to San Mateo County, and I don't mean just on the Round Table, but I think it would be time for you to consider placing a commissioner from San Mateo County on your board or some kind of a joint powers agreement that would allow a voting representation from an elected official in San Mateo County to be on your board.

I want you to recognize that this expansion is going to have a major environmental effect on our county. There are numerous things that it will affect us with. And I also want you to realize that the financial gain from this particular endeavor is primarily to the city and county of San Francisco and in that -- with that in mind, I would like you to think about not only coming forth with the

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particular mitigational factors that you have at this particular time, but consider taking a percentage of the increased revenue due to this expansion and applying it into an account that can be used by San Mateo County to continue the mitigational efforts that will continue to go on as this airport grows and as these things we don't actually know about right now will occur. This will be really appreciated by the county of San Mateo and the cities surrounding the airport.

In addition, I would like you to really consider Caltrain. Caltrain is an important transportation modality on the Peninsula, and one of the problems we had is getting the Caltrain connection to Market Street. And that particular connection has been held up to some degree by the city and county of San Francisco. And since it is the city and county of San Francisco that would like to expand the airport and San Mateo County, I would like to see you tie directly the expansion of this airport with the -- the access to Market Street and to Caltrain. I think this will help mitigate some of the impacts of the additional traffic on 101, and hopefully it will allow some of the travelers to go to the airport, utilizing that particular facility.

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When you decide to put your people mover, I think it is extremely important that the convenience of the travel be a main priority. And what I mean is, as long as it is difficult for people to use public transportation, it will not be used. And so to me the major factor in utilization of public transit is luggage. If we can make our public transportation systems connected so that they have baggage check in at the local terminals, wherever this meets, whether this means Caltrain or BART or the hotels, if you can get that luggage check in there, it will really help people to use public transport. If we are going to keep the traffic down it is important this is considered.

I want to thank you very much for appearing here tonight, and I really do hope you will continue this process. I know San Mateo County would like to work together with you. And if you can consider coming down here occasionally and accepting our input, I am sure we can get together.

MR. MURPHY: Thank you.

Mr. Frank Canazzaro.

MR. CANAZZARO: Thank you, Mr. Chairman, members of the Commission. I am a councilman in the city of Millbrae and of course very concerned about

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the master plan expansion of the airport.

I know that we all would rather be doing other things this evening, but there is a large project that needs to be discussed to see how we might be able to reach reasonable solutions for all parties concerned. The airport, of course, has very large input to the economic vitality, not only of San Mateo County but of the Bay Area, not only addresses jobs to aircraft industry but for the service industries, tourism industry and building trades. And we need to be sensitive about jobs and ability of people to earn a living so that they can live in this area.

We in the city of Millbrae have been very concerned with the environmental impact that this project would have on the area. And I am here kind of as an effort to seek an administrative remedy to what we consider to be a defective environmental impact process, and hopefully we can get some things corrected which were not done too well in our overestimation regarding the environmental impact report.

I think if you refer back to the correspondence we sent to the city and county of San Francisco relative to impact concerns that we have that correspondence will adequately readress, let's

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say, some issues. And I would like to incorporate that correspondence in this hearing as a matter of record so that it can again be addressed by you all.

MR. MURPHY: I might request, if you have something you would like us to incorporate in the record in this hearing, I think it would be appropriate to resubmit it. You don't have to do it now, but within a few days.

MR. CANAZZARO: I will do that.

MR. MURPHY: There has been a lot of letters from a lot of people, and I will make sure of getting that which you are referring to and only that which you are referring to. Thank you.

MR. CANAZZARO: The essence of that correspondence was that we felt that the alternatives that were studied were limited. They did not address a reasonable range of possibilities. And referring back to a statement that you made at the Burlingame meeting, Mr. Chairman, you may even need to relook at whether or not this massive expansion is required in order to continue the market service that the airport provides in the international trade.

In any event, there is a large array of alternatives that need to be looked at. There are additional environmental impacts that those

alternatives might have which need to be addressed from a technical point of view. And perhaps more importantly, we feel that the environmental impact report should have a series of mitigation measures, as opposed to do-nothing type measures, that address each of the environmental impacts that would be developed from a restudy of -- of these impacts. And so we encourage you to take a look at that.

In regards to the CCAG proposal that was spoken about earlier in the meeting, I, as one councilperson, recognize a lot of work has gone into that, and hopefully we are going to be able to resolve some of the differences. But from my point of view, there are some very reasonable questions and differences of opinion about the clarity and the enforcibility of the document as it now stands or as is envisioned by that document. I think there needs to be some clarification as to the objectives that each side is trying to achieve.

Thirdly, there are questions about the jurisdiction of the Round Table and of CCAG to address that wide range of issues that have been presented.

And lastly, I think the cities that are in immediate proximity to the airport are going to play a very important role in approving or not

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approving a buyoff on the mitigation measures. And I can say with some degree of assurance that there are considerable concerns about what has been presented to date.

In closing, members of the Commission, I am for the notion that the airport needs to be improved in order to address changing technologies. I think there is a question as to how big is big or how should -- how large should big be. And hopefully we are going to be able to reidentify or perhaps identify some impacts that have not yet been identified and come to a conclusion that allows the airport to function properly without adversely impacting the area to a significant extent.

Thank you very much for your courtesy.

MR. MURPHY: Al Dehm.

Fernando Gutierrez.

MR. GUTIERREZ: Mr. Chairman, Commissioners, my name is Fernando Gutierrez. I am a resident of Daly City. I am a psychologist and a second-year law student. And after tonight I have a great future in civil litigation and class action lawsuits.

I believe that we have things turned around here. You're coming to San Mateo County and

you're taki[illegible]our input, and then yo[illegible]e going to make decisions as to how we are going to live in San Mateo County. And that is not the process.

You give the courtesy to residents of San Francisco to vote on whether they want a stadium or not in their county, and yet we are not given the same consideration to vote on your master plan. And I believe that we deserve that consideration for the citizens of San Mateo County to vote on this master plan, to consider the master plan after it is written, for us to examine it and for us to vote on it.

I am one of the residents that bought my house in 1985, and per your plan I would be shut out of the home insulation. And to save $15,000, which is the average insulation price on a house, you are going to be buying my house at pre-expansion market value. We won't expand the runways because we are concerned about the bay and the animal and marine life, yet what about the ecology of the humans who live in San Mateo County?

We are all washing our hands and blaming the FAA and the lack of action of the FAA. Where are our government representatives, our federal government representatives? I have contacted Tom Lantos and his assistant told me if you live around the airport, you

have to put up with the noise. And that following Saturday I get a newsletter from Tom Lantos espousing on all he is doing for airport noise. That is hypocrisy.

I watched a 20/20 show where it was exposed that two Senators, one from West Virginia and one from Idaho, got millions of dollars into their state to reduce the traffic congestion in rural Idaho and rural West Virginia. Yet we cannot get millions of dollars here? Why? Because Mayor Jordan is too busy trying to keep the San Francisco Giants in San Francisco instead of trying to get airport money into our environment.

And finally, as a psychologist, I give Rorschach game block tests. And what I ask people to do is I ask them what they see in the inkblot. And based on the shape of the boundary of the map, it seems clear that we are getting screwed.

MR. MURPHY: Ernie Hills.

MR. HILLS: Good evening. I am Ernie Hills of San Mateo. Before I speak I have been involved for the last 25 years with transportation items, primarily in the San Mateo County area. And not to exaggerate, I have been to between 1,200 and 1,500 meetings over the last quarter of a century. So

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I come here as a layman, but I see the needs in our area and I would like to speak to you about it and how it relates to the noise factor.

First thing is that my understanding that the new intercontinental service which is being designed for the airport will have a major impact toward the maximum capacity for this facility. I would like you to take a serious look at the following:

When I was chairman of the Sam Trans Advisory Board, I prepared a paper of 25 pages on cost containment of bringing BART from the Colma Station here to the airport and the part involved with this air pollution and noise problem we are talking about here this evening. The program suggested -- the report suggested that an airport facility in San Bruno Station be built under 380 for both the Caltrain and BART, 3,000 car parking facilities, and the transfer point for the employees for the north portion of the airport. A second exterior station should be located just north of the line drawn along the straight line of the main entrance to the airport. That station would be used exclusively for passengers and not for parking.

I don't think the transit should get into

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the airport parking business anymore than the airport should get into the transit parking business. Therefore, that facility would have access by the El Camino Samtrans buses, be an interface between BART and Caltrain and that would be its limitations.

But then, turn the extension of BART 90 degrees and go up into to center garage facility on an east-west access rather than the proposed northwest access, as was originally proposed. It would cut the cost drastically on getting into the airport. But then extend that BART line under the bay and apply for FAA ground support funds and connect the Oakland and the San Francisco Airport, and then have the Oakland airport be the domestic carrier.

Oakland would be -- San Francisco would be the international -- primarily international carrier. It would reduce the total number of flights in and out of San Francisco and yet would make the Bay Area the main hub for the western United States for air facilities.

Then extend that line to the coliseum to complete the loop for the BART. A line between the two airports would have specially built equipment, baggage cars to take the transfer baggage and the carousels that are coming in on the flights.

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Politically, in order to make this possible, I feel it is possible that San Francisco should apply and be the controller of both airport facilities, because the king share is handled on this side of the bay. And to balance it out, Oakland should be the prime operator of the harbor facilities, as the major portion of the operation of the harbor is handled over in Oakland.

That completes my report in this. I perceived for a long time problems here in the San Francisco area involved with noise. I was raised in Burlingame. But I think the citizens can work out a problem. But if we allow the airport to become a second-rate facility and the airport employers are forced to put other locations, we will never recover that loss for earnings and tax base to operate our community.

Thank you.

MR. MURPHY: Thank you.

Mr. Brad Kerwin.

Mr. Kerwin, you have the honor of being our last speaker.

MR. KERWIN: That means I should be short. So I will be, I guess.

MR. MURPHY: That means you should bring

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us all together.

MR. KERWIN: Well, like the other speakers, I am glad you're here. You were responsive and I am somewhat optimistic about the ultimate outcome of your project.

You may recall the first time I addressed the Commission, where I said that all we really wanted you to do when you reviewed this development proposal from the airport was to treat yourselves the way you would be treated were you a developer developing -- a private developer developing in San Francisco. I think there has been a lot said, a lot of input. You got CAN. You got CCAG. You have got all of these funny three- and five-letter names of organizations that take some explaining to figure out what they are doing. But I think you have had some good faith effort on the part of people to try to provide input to answers to the kinds of questions that have been raised about the deficiencies or the adverse impacts that would be created if left unmitigated.

At the break, Mr. President, you mentioned that you -- you were somewhat unhappy with CAN because CAN has not given you a formal list of recommendations. Well, they did tonight in a document which is in letter form and it is sort of bullet

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points more than anything else, but the intent was to give you specific areas. And I know you haven't had a chance to read it because you're listening, but I can assure you that we will go back and amplify this in some detail specifically in proposal form.

But I refer to the letter from the co-chair of CAN. It is a three-page letter and it has very specific proposals I share with Mr. Canazzaro as an elected official of the mayor of Brisbane. My city belongs to CCAG. CCAG has not had a chance to respond to their negotiating groups, and I am sure there will be further discussion, but on a whole I think it is very positive.

I know members of CAN have been an inputting group, whether they realize it or not. But people are trying to share information and ideas and get them forward for consideration. I think it is time to figure out if there is a deal to be struck, and I think your project can be adequately mitigated.

And I hope that -- I guess the next -- the real question I have is what is the next step time table for you folks, because a lot of this stuff is kind of swirling around, various proposals. And, you know, the response, for instance, that Lou Del'Angela was responding to tonight was the last written thing

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we have seen from the airport staff which is dated. I think we are past that, but it is the last thing to respond to.

So I guess the question is: What is the next step? As one of the founding members and financial contributors to CAN, I can assure you that we will amplify to get you back some more detailed stuff on this proposal. It won't be terribly lengthy, but we will get it back to you within the next two weeks. And it will be stuff, I am sure, that will look a lot like stuff you have already seen from other folks in bits and pieces, but we will try and be as comprehensive as we can be, brief and comprehensive.

I stand ready to answer any questions you may have.

MR. MURPHY: Thank you for appearing again, Mr. Kerwin. It was a pleasure.

MR. KERWIN: Okay. Again, I appreciate the opportunity. And I would like to let you have one of these also because this reflects an attitude. It is a little CAN sticker. Thank you.

MR. MURPHY: All right. That is our list of requested speakers for the evening. We thank you all for coming. We were invited to appear in more than one city in city council chambers in like

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arrangement.

We felt on balance a meeting here at the Hilton would give everybody access and the space to give it right. We were gratified by the size of the turnout and a bit surprised. And we thank you all for coming. And we certainly thank all the speakers who have taken the time and effort to make their contributions this evening. Thank you.

(Whereupon, the meeting was concluded at 11:00 to 7:00 p.m.)

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SAN FRANCISCO AIRPORTS COMMISSION

--oOo--

Before Commissioners: PATRICK A. MURPHY
President
J. STANLEY MATTISON
Vice President
L. ANDREW JEANPIERRE
JAMES K. HO
MARIE K. BROOKS

LOUIS A. TURPEN
Director of Airports

Minutes

REPORTERS'S TRANSCRIPT OF PROCEEDINGS

September 15, 1992

City Hall

Room 282

San Francisco, California

CERTIFIED COPY

REPORTED BY LYNNE GRIFFITHS Job: 40892

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SEPTEMBER 15, 1992 PROCEEDINGS 9:00 A.M.

COMMISSIONER MURPHY: Okay. Will the September 15, 1992 meeting of the San Francisco Airports Commission please come to order. Call the roll.

SECRETARY CARAMATTI: Commissioner Murphy.

COMMISSIONER MURPHY: Here.

SECRETARY CARAMATTI: Commissioner Mattison.

COMMISSIONER MATTISON: Here.

SECRETARY CARAMATTI: Commissioner Jeanpierre.

COMMISSIONER JEANPIERRE: Here.

SECRETARY CARAMATTI: Commissioner Brooks.

COMMISSIONER BROOKS: Here.

SECRETARY CARAMATTI: You have before you the minutes of the Special Meeting of August 11, 1992.

COMMISSIONER MATTISON: Move.

COMMISSIONER JEANPIERRE: Second.

COMMISSIONER MURPHY: So ordered.

SECRETARY CARAMATTI: Next is an announcement by secretary, a unanimous adoption of Resolution No. 92-0235 regarding the settlement of

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litigation entitled Marquez v. City and County of San Francisco in the amount of $10,000 at the closed session of August 11, 1992.

Next is a special item -- oh, I'm sorry, Commissioner, that's put over -- the special item on the election of officers. We have a closed session that you want to go into.

COMMISSIONER MURPHY: Yes, at this time the San Francisco Airports Commission will go into closed session to meet with its counsel. I'm sorry to inconvenience those of you in the room, but the current budget crisis has adjusted our calendar this morning in a way that it means that we have to take our closed session first. This should be relatively brief.

MR. TURPEN: Ladies and gentlemen, the Commission is going into closed session. I'd ask that you excuse yourself at this time and I'll have the secretary advise you as soon as the Commission is back.

COMMISSIONER MURPHY: Excuse me a moment. The counsel will announce the government code section.

MS. ROSALES: The government code section that authorizes the closed session is 54956.9 Subsection B1 and also Subsection 8.

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COMMISSIONER MURPHY: Thank you.

MR. TURPEN: Thank you. We will advise you when the Commission will reconvene.

(Whereupon, a recess was taken.)

SECRETARY CARAMATTI: Next you have Items Initiated by Commissioners.

COMMISSIONER MURPHY: Commissioners, items?

COMMISSIONER JEANPIERRE: No.

COMMISSIONER MURPHY: Okay, next.

SECRETARY CARAMATTI: Next you have Item 2. Host Food and Beverage Lease: Request for Approval of Facility Package No. 5 Sublease.

COMMISSIONER MURPHY: Comments on this?

MR. TURPEN: Oh, this is Phase 2; 23 proposals were received. The resolution before you is the Fog Bank and was brought to bar by Sanchez Business Incorporated, and the staff recommends approval on it. It will commence on January 16th, which is within the Phase 2 twelve-month limit.

COMMISSIONER MURPHY: Okay. We have a couple of speakers on this one. Andrew Gold.

MR. GOLD: Good morning, Commissioners. My name is Andrew Gold. I'm an attorney with the law firm of Stein, Lubin and Lerner. I'm appearing on

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behalf of the Coronar Group, California General Partnership in response to the Commission's consideration of the Host sublease between Host International and Casa Sanchez and the operation of La Strada in the Fog Bank Bars at San Francisco Airport.

COMMISSIONER JEANPIERRE: Excuse me, what's the name of the group that you're representing?

MR. GOLD: Coronar.

COMMISSIONER JEANPIERRE: How do you spell it?

MR. GOLD: C-o-r-o-n-a-r.

COMMISSIONER JEANPIERRE: Thank you.

MR. GOLD: I'm not here to either support or oppose the Commission's consideration of the sublease, but rather to provide information concerning the lawsuit involving Casa Sanchez and the Sanchez Business Inc. arising out of the proposed sublease.

Briefly, Coronar was born to pursue business opportunities in the food business. Robert Sanchez was and is one of the general partners of Coronar. Coronar previously submitted a proposal for one of the other airport subleases but its proposal was declined.

Coronar received a request for proposals on La Strada and the Fog Bank Bar. The partnership,

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including Mr. Sanchez, elected not to pursue the bar, but rather wait to pursue one of the back-end subleases.

The partnership had been advised that it had a good structure for one of the back-end leases and that if it were to obtain an earlier sublease it would be precluded from obtaining a subsequent one.

Nonetheless, in a breach of his fiduciary duty to Coronar, Mr. Sanchez prepared and submitted a proposal on behalf of his family owned business, Casa Sanchez, which has been approved.

Coronar has asked me to prepare a complaint to the alleged cost of action against Mr. Sanchez and Sanchez Business Inc. for use of partnership opportunity, breach of fiduciary duty, and unfair competition and to seek the imposition of trust on the proceeds and profits of the bars, as well as general, special and punitive damages.

I've provided a copy of a draft of the complaint which we anticipate filing today to Mr. Maerz -- I believe is the name -- counsel for the Commission.

COMMISSIONER MURPHY: This has not been filed?

MR. GOLD: It has not been filed, it's

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been prepared, it's been sent to the Sanchez family for review. It will be filed this afternoon.

COMMISSIONER MURPHY: What are you asking us to do today?

MR. GOLD: I'm asking you just to -- I think in the interest of your diligence and the interest of your consideration of the sublease -- the Commission is not named as a defendant, Host is not named as a defendant. We think it's something that should be brought to your attention, and may in fact be open for your consideration.

COMMISSIONER MURPHY: Do you want us to proceed now?

MR. GOLD: We -- I don't want to make a specific recommendation -- we believe that it might be fruitful to defer consideration until a subsequent meeting to give the parties an opportunity to try to resolve this on their own.

There have been some, there have been some meetings between the Host parties to try to resolve this.

COMMISSIONER MURPHY: Are you opposed or what?

MR. GOLD: Excuse me.

COMMISSIONER MURPHY: We have a matter up

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for a vote today. Are you opposed to us taking this action or in favor of this action?

MR. GOLD: Neither. I would recommend -- if I were asked to make a recommendation to you, I would recommend a deferral to try to allow the parties to resolve this before the subleases are approved.

As it was pointed out before, the operation would not commence until January of '93, so it would not prejudice anybody at Host or the Host sublease to defer a decision for two weeks, 30 days or whenever your meetings are. Thank you.

MR. TURPEN: Thanks.

COMMISSIONER MURPHY: Thank you.

MR. TURPEN: I think the issue before the Commission is probably one of a legal nature and I'd ask general counsel if there's any reason why the Commission should not proceed on this matter. I'd recommend that the Commission proceed on this.

COMMISSIONER MURPHY: We have Mr. Underwood here, who wanted to speak for us.

MR. UNDERWOOD: Mr. Chairman and members of the Commission, we were very much in favor of the proceeding of this action. Coronar Group did submit a proposal for the Carousel Shop, which has been successful.

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In the debriefing, which we give the partners when we advised them, among other things, since 55 percent of the ownership and partnership is owned by an attorney and a CPA -- who owns most of the business -- that was a major factor in not being given the Carousel Shop.

If they submitted any proposals in the future, they might be successful in the future. We recommend the Commission vote.

MR. TURPEN: Thank you.

COMMISSIONER MURPHY: Thank you. Move.

COMMISSIONER MATTISON: Second.

COMMISSIONER MURPHY: Comments? Vote.

SECRETARY CARAMATTI: Commissioner Murphy.

COMMISSIONER MURPHY: Yes.

SECRETARY CARAMATTI: Commissioner Mattison.

COMMISSIONER MATTISON: Yes.

SECRETARY CARAMATTI: Commissioner Jeanpierre.

COMMISSIONER JEANPIERRE: Yes.

SECRETARY CARAMATTI: Commissioner Ho.

COMMISSIONER HO: Yes.

SECRETARY CARAMATTI: Commissioner

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Brooks.

COMMISSIONER BROOKS: Yes.

SECRETARY CARAMATTI: Item 3. $305 Million Refunding Bond Issues.

MR. TURPEN: This item would approve refunding of airport bonds series B, D and E -- possibly B, D and E -- with a potential savings of about 37 million dollars. It could reduce our debt service by three point million dollars next year.

The item is provided for your approval. Should a recommendation be made to proceed with it or for refunding, staff will come back to the Commission with a separate item on this matter.

COMMISSIONER MATTISON: And this goes on the shelf?

MR. TURPEN: Well, the resolution -- basically the resolution is a supplemental bond resolution. It allows the sale of the bonds -- of the refunding bonds, either on a forward basis or to a competitive funding.

COMMISSIONER MATTISON: Are we taking action on Number 5?

MR. TURPEN: Number 3. No, just number 3 Commissioner.

COMMISSIONER MATTISON: I move for

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approval.

COMMISSIONER MURPHY: Second.

SECRETARY CARAMATTI: Commissioner Murphy.

COMMISSIONER MURPHY: Yes.

SECRETARY CARAMATTI: Commissioner Mattison.

COMMISSIONER MATTISON: Yes.

SECRETARY CARAMATTI: Commissioner Jeanpierre.

COMMISSIONER JEANPIERRE: Yes.

SECRETARY CARAMATTI: Commissioner Ho.

COMMISSIONER HO: Yes.

SECRETARY CARAMATTI: Commissioner Brooks.

COMMISSIONER BROOKS: Yes.

MR. TURPEN: Staff has asked that Item 4 be put over to the end of the calendar.

COMMISSIONER MATTISON: Okay.

MR. TURPEN: Thank you.

SECRETARY CARAMATTI: Item 5. Award of Agreement - Public Pay Telephone Agreement.

MR. TURPEN: Commission will remember we came before you and requested approval to proceed with this matter. There was some liberalization of the

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specification to encourage a competitive and spirited bidding environment. We received one bid and I would recommend its approval at this time.

COMMISSIONER MATTISON: Was it a spirited bid?

MR. TURPEN: Yeah, it was in the spirit of the moment. Right now, I guess based on the bid, we're probably talking about a little less than the minimum -- it will be in the minimum annual guarantee probably for the first year, but I would imagine we will start receiving --

COMMISSIONER MATTISON: What's your take on why we had only one bid? Is it essentially the overhead of really providing a maintenance and service level on-site?

MR. RHOADES: Commissioner, we surveyed all the major companies that had attended the pre-bid conference and they were almost unanimous in that the capital expenditure required for this contract, the term of the contract, wasn't long enough for them.

We had liberalized, as the Director said, many of the requirements like how many years they had to be in business, what the requirements had to be, but the term of the contract we didn't want to lengthen because technology changes and all the things

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that occur.

MR. TURPEN: Thank you, Bob.

COMMISSIONER MATTISON: All right. Okay, I move.

COMMISSIONER MURPHY: Second. Vote.

SECRETARY CARAMATTI: Commissioner Murphy.

COMMISSIONER MURPHY: Yes.

SECRETARY CARAMATTI: Commissioner Mattison.

COMMISSIONER MATTISON: Yes.

SECRETARY CARAMATTI: Commissioner Jeanpierre.

COMMISSIONER JEANPIERRE: Yes.

SECRETARY CARAMATTI: Commissioner Ho.

COMMISSIONER HO: Yes.

SECRETARY CARAMATTI: Commissioner Brooks.

COMMISSIONER BROOKS: Yes.

SECRETARY CARAMATTI: Item 6. Award of Airport Contract No. 1896B Field Lighting Raceway System - Phase II.

MR. TURPEN: This contract is part of a contract to improve the field lighting system. The general intent is to create an environment where we

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don't have to get into as many runway closures when we want to do airport lighting projects. There was a protest on this I believe which is indicated in your package. I ask general counsel to comment on that at this time.

MS. ROSALES: I understand that the contract was rejected, so there was no impediment going with the lowest bidder.

COMMISSIONER MURPHY: What was the protest?

MR. EAVIS: The protest was -- the low bidder when he wrote out his unit prices the number he put down was $150 per ton for asphalt, he wrote it out and he put down $150,000 per ton, which would have made that item $520 million and so it's kind of expensive to take that bid.

COMMISSIONER MURPHY: Thank you. Okay and Rosendin is -- HRC has determined them to be in compliance?

MR. TURPEN: Yes.

COMMISSIONER MURPHY: Is Rosendin a minority firm?

MR. TURPEN: No, I don't think so.

MS. WALLER: Let me clarify that. We currently recognize as a registered firm --

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MR. TURPEN: Not a certified firm.

MS. ROSALES: Not a certified firm, they're too large, they're not economically disadvantaged.

COMMISSIONER MURPHY: This is because they're too successful?

MS. WALLER: Yes.

COMMISSIONER MATTISON: How's this job going so far?

COMMISSIONER JEANPIERRE: They were reviewed by the HRC a while back, right?

MR. TURPEN: They've done a number of jobs for the airport over the years.

MR. EAVIS: The first few phases of this job have gone very well. We're probably 75 percent completed now with the Raceway System with this portion almost being done.

COMMISSIONER MURPHY: Okay.

MR. TURPEN: I'd recommend this to the Commission.

COMMISSIONER MATTISON: Move.

COMMISSIONER JEANPIERRE: Second.

COMMISSIONER MURPHY: Vote.

SECRETARY CARAMATTI: Commissioner Murphy.

COMMISSIONER MURPHY: Yes.

SECRETARY CARAMATTI: Commissioner Mattison.

COMMISSIONER MATTISON: Yes.

SECRETARY CARAMATTI: Commissioner Jeanpierre.

COMMISSIONER JEANPIERRE: Yes.

SECRETARY CARAMATTI: Commissioner Ho.

COMMISSIONER HO: Yes.

SECRETARY CARAMATTI: Commissioner Brooks.

COMMISSIONER BROOKS: Yes.

MR. TURPEN: Ladies and gentlemen, you'll have to excuse me. General counsel and Commissioner-President Murphy will momentarily have to go to the Mayor's office for a few moments. We'll be back.

In the interim Mr. Duke Briscoe will take over the meeting; Mr. Stan Mattison, vice-president, will continue with the meeting. Thank you. This is Mr. Rob Maerz. He'll be acting as general counsel on this commission in our absence.

COMMISSIONER MATTISON: On your way out the door could you just give us a quick briefing on this -- on Item Number 7 on the change.

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MR. TURPEN: Sure.

COMMISSIONER MATTISON: Essentially to and from, since we are being given a specific proposal, even though it's very preliminary I'd like to get a few minutes of background.

MR. TURPEN: Sure, be happy too, Commissioner. Commissioner Murphy, if you don't want to wait I'll catch up with you.

I know there are a number of people in the audience who are probably interested in Item Number 7 I think it is? Can I have a show of hands on that just for the Commission's benefit. Everyone, I think, is well aware of the congestion and the problems that we face on the upper-level roadway in the van area.

Staff has taken a stab at a program to relieve this problem. The reason we've taken a stab at it is because we're asking the Commission to hold a -- or to allow us to sit down with the businesses involved to discuss our proposal and then come back to the Commission with the result of that meeting.

Part of our procedures are that whenever we want to do something like this the Commission requires that we put together a draft proposal that may or may not resemble the final proposal, but it's

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used as a talking document so that people have some frame of reference in terms of how to react to what we're suggesting.

It also gives the Commission a baseline upon which to hear public testimony when this item comes before them. Today this item is designed to do two things. One, to share with the public and with the Commission what the generic proposal is; and number two, to ask the Airports Commission -- for me to ask the Airports Commission -- for their permission to sit down in a meeting or possibly more than one meeting with the affected community -- the community affected by this action -- and discuss it -- pros, cons -- in hopes of coming back to the Commission with a proposal which will work.

What this proposal does is it, it sets a program whereby we would bid door-to-door shuttle services, and the two successful companies would operate off the upper level. Companies that were not successful would operate from the courtyards in an effort to relieve some of the congestion and problems we have on the upper-level roadway. That is the proposal.

That will be what we'll be circulating to everyone for comment and review. If there is a better

way, if there's a better mousetrap on this thing, we're really open to it, but I think everybody here shares our frustration in our inability to provide adequate space to operate on the upper-level roadway.

Typically, when that happens, from my perspective, I usually have one choice and that's to bid it and to restrict the demand and make that demand equal to the spaces available.

So the item today is not a final item, it is not suggested to be a final item, it is simply a starting point for discussion, and the item on the Commission calendar today is to ask the Airports Commission for permission to begin that discussion.

Clearly, the Commission is interested in your views. I think we have some generic concerns. Clearly the Commission will be happy to hear them, but I think it's important for you all to understand that this is not going to happen tomorrow. This will not happen until after we meet and discuss it at least one time.

And with ground transportation issues, those of you who work with us over the years know it's usually more than one time to try and hammer out an agreement that can work for both parties. So I think, Commissioner Mattison, that kind of sets a generic

flavor for it.

COMMISSIONER MATTISON: I appreciate it.

MR. TURPEN: Okay, and if you'll excuse me for a moment, I'll be back as soon as possible.

COMMISSIONER MATTISON: All right. Good luck.

MR. TURPEN: Thank you.

COMMISSIONER MATTISON: I think we do have one speaker on this item, possibly. Mr. Martin Smith.

MR. SMITH: Yes. Good Morning, Commissioner Murphy and Commissioners. Gail Harcourt is in favor of this proposal. It will alleviate a lot of the congestion. It will alleviate a lot of the racing in and out of the upper level and we're totally for the proposal. And we're looking forward for the full use.

COMMISSIONER MATTISON: Okay, can you give me sort of what your professional view of the circumstances currently on the upper level is? Would you describe essentially the mode of operation currently experienced?

MR. SMITH: Well, right now there is -- most operations are called up in the staging area and the vans are coming in and out all the time.

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COMMISSIONER MATTISON: Right.

MR. SMITH: You know, time limits, but there are people that are coming in, there's, you know, like the rent-a-cars and everybody else that uses that upper level they all come in and out of there.

With the vans coming in and out all the time and too many companies congested in one spot and everybody's bickering and fighting over who gets what next and, you know, why did you call this guy this? It's a big hassle up there now.

COMMISSIONER JEANPIERRE: Roughly how many companies do you have operating right now?

MR. SMITH: We have 10 in our spot.

COMMISSIONER JEANPIERRE: All total?

MR. SMITH: All total there must be 28 companies.

COMMISSIONER JEANPIERRE: Has the traffic congestion been getting progressively worse?

MR. SMITH: Pardon me, sir.

COMMISSIONER JEANPIERRE: Has the traffic congestion been getting progressively worse?

MR. SMITH: It's terrible.

COMMISSIONER JEANPIERRE: What are some of the negative fallouts, you know, the violence, the

fights or what?

MR. SMITH: The fight over who gets what, you know, everybody is arguing -- we have a system that's called perk boards that call our companies and constantly, you know, there's fighting over the bills, of over who pays them, constantly get a -- if some guy gets ahead of the other guy, they say, well, this guy took too long. If we do this bid, if we do the bid it will be set in black and white in what goes where and how, it will be regulated a lot better than it is now.

COMMISSIONER JEANPIERRE: Okay. Does anybody have any information on the viability of the jobs these companies are -- are they coming in and out all the time? Or could we come closer to determining the operating success and that type of thing?

MR. SMITH: How does it --

COMMISSIONER JEANPIERRE: Just how a lot of the startups occur in terms of --

MR. SMITH: As far as the law lets us go. A lot of people try to get in there.

COMMISSIONER HO: How many -- 28 companies -- how many vans are there?

MR. SMITH: There is approximately 250 vans around there.

COMMISSIONER HO: So if you go down to

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say rebid this to our last company, our last two companies or whatever, would the vans decrease?

MR. SMITH: I don't think so. They all have their own business they do.

COMMISSIONER HO: No, not that. I mean -- see now I think that there must be a demand.

MR. SMITH: The vans would decrease up on -- there's a circuit, your traffic would decrease on the circuit.

COMMISSIONER HO: Well, why would it? You still need that many vans to move that many customers.

MR. FEIN: At the present time there are 28 companies that own over 300 vans. What we have are that the vans sit at the curb upstairs, the clients list of business. We have a staging area that have 40 spaces.

Many times the staging area has more than 20 vans sitting in there, and many times a van is sitting in there between an hour and two hours. You just have a lot of inactivity requiring a lot of staging area at the airport and the vans circulating, taking turns, in going through there and there are people waiting an hour, an hour and a half in the lot.

We have also had, in addition to the vans

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that are operating up there, new companies that want to keep coming up just as close to the space at the curb, and at the present time we are not permitting additional companies to come in unless the operation on the lower level of the Way Bill showing that they do have business.

The problem is over the years we've just had more and more companies coming in with a couple of vans adding in and we just can't handle what we have up there. It's become fairly competitive and fairly violent where the drivers -- we'll have to call the police because of fights among individual drivers and between them and dispatcher companies.

COMMISSIONER HO: So one reason is that there is not that much demand for so many of these vans?

MR. FEIN: As more and more companies -- that's correct -- keep coming in and everybody thinks that the van industry is possibly a taxi industry or something else is -- can handle all the vehicles that we want to bring on.

COMMISSIONER BROOKS: How often are these vans filled with people, or how many passengers do they carry per van?

MR. FEIN: We have the statistics. I

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don't have that with me at this time.

COMMISSIONER BROOKS: Just roughly.

MR. FEIN: At busy times of the day it can get probably an average of three people in a van that they'll handle, but that may be after waiting at the curb for 10 to 15 minutes. If it's a very busy time the vans will tend to fill up and you will have that type of turnover. There will still be large numbers in the staging area.

But what we are proposing will still allow all the companies to operate. They just will be coming in the lower level. The waybill -- the way limousines operate is that they can come into the airport if they have a waybill for legitimate customers to pick up.

MR. SMITH: Thank you.

COMMISSIONER MATTISON: Thank you. We have a representative, I believe, from Airport Express also.

MR. SHARABI: Good morning, gentlemen. My name is Eric Sharabi, I'm a representative of Airport Express, and I'm in favor of this proposal. I think it's going to save a lot of money to all the big companies and right now carrying all the small companies is a high cost that we have to operate the

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curb right now. As I said I'm in favor of it.

COMMISSIONER MATTISON: You're optimistic about your bidding chances I guess?

MR. SHARABI: Well, 50-50. Somebody that has 14 vans than somebody who has four vans does a better business than somebody who has 14 vans, and the guy that has 14 vans has a higher cost than the guy that has four vans. That's why I'm in favor of it.

COMMISSIONER MATTISON: Thank you. Linell Phillips, Airport Connection.

MS. PHILLIPS: I'm Linell Phillips. I'm the manager of Airport Connection. I have a concern about the congestion at the airport. My concern is that my company is somewhat unique. We operate both limousines and vans, and so we operate on both upper- and lower-level roadways.

Prior to the shuttle van, door-to-door companies going to the upper-level roadways, it wasn't uncommon on a Friday evening or a Sunday evening for it to take an hour for our limousines to get into the staging lots or one of the open spaces.

I would hate to see that happen again by moving the shuttle vans from the upper-level down to the lower-level roadway. And that's my basic concern about the proposal.

Additionally, a concern about the proposal is the amount of the bid bond required that this particular proposal that we have a draft copy. It requires, I believe, posting a bond for a total of all that is paid by all the companies.

According to my calculations, although I don't have specific numbers, I estimate that that's going to require a quarter of a million dollar bond. I would think that there would probably be less than the six companies, or six individuals, in a position to be able to put that kind of bond up for this bid.

COMMISSIONER MATTISON: Thank you. In the process of the conference, if we do decide to go ahead on this, staff can probably evaluate and recommend the appropriate estimate of the bond now and give us their best thinking on that, and also addressing the congestion issue and specifically how a new approach may resolve that as specifically as possible dealing with the supply-and-demand hour.

We don't have any other speakers registered at this point and I believe -- excuse me, Mr. Rhoades.

MR. RHOADES: The total bonds, $5,000 for this minimum bid of $10,000, the bond itself is $5,000 total.

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COMMISSIONER MATTISON: That's a cost of the bond or the face --

MR. RHOADES: That's the face value of the bond. It's like most of our concessions -- we do 50 percent of what the bid minimum is.

COMMISSIONER MATTISON: Okay.

MR. RHOADES: The bid minimum in this case is $10,000 for a contract. A $45,000 bond is not viable.

COMMISSIONER MATTISON: Okay, well, what would give rise to the confusion here? Maybe it's unsure?

MS. PHILLIPS: I do have it here in the proposal. Let me just find it. It's after your award of the contract, and the bond that you need to post to fill the contract calls for a bond for the annual consideration of the contract and that would be the $10,000 minimum bid, that's half, so it would be $5,000.

Plus one quarter of the total trip fees billed to all on-demand operators within the 12 months ending June 1992. And I assumed, based on the zone that I work in, we had approximately 20,000 loops a month in our zone. I took out all the three zones that exist -- 60,000 loops, four months is $240,000

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plus the $5,000 is $245,000.

MR. RHOADES: That may be in error. Why don't we talk about that.

MS. PHILLIPS: Okay. Great.

COMMISSIONER MATTISON: I think to the extent that Director Turpen mentioned that this really is a process and whether we end up with a single bidder, two bidders, four bidders or whatever the appropriate number turns out to be, I believe it's important to get the process going, and particularly address the congestion issue, and obviously the public service issue that's attendant with that. So personally I'm in favor of getting the ball rolling here. This is, as we've said, not a final action, but really one to initiate the dialogue anyway.

COMMISSIONER BROOKS: I move.

COMMISSIONER JEANPIERRE: And I guess the problem is that we're not sure of is that all interested parties have an input in the process to make sure that their feelings are heard and their prospects are known.

COMMISSIONER MATTISON: They will. When this comes back to us for action I'm sure we'll, at that time also, have a chance to hear from people out there of their impressions of the outcome. Do we have

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a motion?

COMMISSIONER BROOKS: I moved we authorize the staff to conduct a preproposal conference.

COMMISSIONER HO: Second.

COMMISSIONER MATTISON: Vote please.

SECRETARY CARAMATTI: Commissioner Mattison.

COMMISSIONER MATTISON: Yes.

SECRETARY CARAMATTI: Commissioner Jeanpierre.

COMMISSIONER JEANPIERRE: Yes.

SECRETARY CARAMATTI: Commissioner Ho.

COMMISSIONER HO: Yes.

SECRETARY CARAMATTI: Commissioner Brooks.

COMMISSIONER BROOKS: Yes.

SECRETARY CARAMATTI: Item 8. Authorization to conduct Pre-Bid Conference Foreign Currency Exchange Lease.

COMMISSIONER JEANPIERRE: Move.

COMMISSIONER MATTISON: Looks pretty straight forward. This is really just a new bid to replace the foreign currency exchange tendency that we currently have in operation -- or extend it as the

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case may be. I second. Vote.

SECRETARY CARAMATTI: Commissioner Mattison.

COMMISSIONER MATTISON: Yes.

SECRETARY CARAMATTI: Commissioner Jeanpierre.

COMMISSIONER JEANPIERRE: Yes.

SECRETARY CARAMATTI: Commissioner Ho.

COMMISSIONER HO: Yes.

SECRETARY CARAMATTI: Commissioner Brooks.

COMMISSIONER BROOKS: Yes.

SECRETARY CARAMATTI: Item 9. Extension of Lease for Plot 1H to United Airlines.

COMMISSIONER MATTISON: Okay. This looks like it's essentially keeping United discussions and dialogue alive, but keeping it on a fairly short leash, as opposed to possibly going into a longer lease before we have all the approval parts, so it looks like probably a prudent thing, in my view, to take the shorter approach.

COMMISSIONER HO: Move.

COMMISSIONER JEANPIERRE: Second.

COMMISSIONER MATTISON: Vote please.

SECRETARY CARAMATTI: Commissioner

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Mattison.

COMMISSIONER MATTISON: Yes.

SECRETARY CARAMATTI: Commissioner Jeanpierre.

COMMISSIONER JEANPIERRE: Yes.

SECRETARY CARAMATTI: Commissioner Ho.

COMMISSIONER HO: Yes.

SECRETARY CARAMATTI: Commissioner Brooks.

COMMISSIONER BROOKS: Yes.

SECRETARY CARAMATTI: Next you have the Consent Calendar.

COMMISSIONER MATTISON: Any discussion on the Consent Calendar items?

COMMISSIONER JEANPIERRE: Number 10. The existing companies who authorize it in a letter and they say it's mentioned in there.

MR. BRISCOE: Mr. Rhoades.

MR. RHOADES: Yes, Commissioner, the incumbent MWBE, they initially felt they would end up going ahead with us, if the Commission's office had the option. They came to us subsequent to that action after they had further reviewed their own financial liability -- I suspect all their business dealings -- and they asked that they be released from this

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obligation. We -- staff have agreed with them because we will add this to the Boarding Area E Concession which will strengthen that particular area.

COMMISSIONER MATTISON: Okay.

COMMISSIONER JEANPIERRE: So it just hasn't been profitable?

MR. RHOADES: I can't question it, Commissioner. I know that the gross revenues from that particular facility are in excess of $500,000 a year. It's a very small facility, but their internal structure, the business itself I don't know how it operates or what the profits are.

COMMISSIONER JEANPIERRE: Thank you, Mr. Rhoades.

COMMISSIONER MATTISON: Move the Consent Calendar.

COMMISSIONER BROOKS: Can I ask one question about 14?

COMMISSIONER MATTISON: Yes.

COMMISSIONER BROOKS: I assume that we know that the low bidder who's disposing of the PCB contaminated things in the proper manner.

MR. BRISCOE: Mr. Eavis.

MR. EAVIS: Yes, they will have to sign a manifest when they take PCB's to a proper rotation to

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dispose of them, and this manifest is the official document that shows that they're responsible and they haven't just dumped it some place. It becomes their responsibility from then on.

COMMISSIONER MATTISON: We have a motion on the Consent Calendar and any further discussion or do I have a second?

COMMISSIONER BROOKS: Second.

COMMISSIONER MATTISON: Vote please.

SECRETARY CARAMATTI: Commissioner Mattison.

COMMISSIONER MATTISON: Yes.

SECRETARY CARAMATTI: Commissioner Jeanpierre.

COMMISSIONER JEANPIERRE: Yes.

SECRETARY CARAMATTI: Commissioner Ho.

COMMISSIONER HO: Yes.

SECRETARY CARAMATTI: Commissioner Brooks.

COMMISSIONER BROOKS: Yes.

SECRETARY CARAMATTI: Commissioner, that concludes the calendar.

COMMISSIONER MATTISON: Okay. We do have one -- we have two requests actually to speak. One on New Business and there also -- Mr. Zavaleta also has

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requested to speak about the door-to-door service.

We have concluded that item, but if you'd like to come and speak, if you missed getting your slip in, why don't you come up and have your piece and we'll take note of that as well.

MR. ZAVALETA: My name is J.R. Zavaleta. I represent a small company, San Francisco City Shuttle. I don't think -- I'm not in favor of what's gonna be happening, and the reason for that is because I don't know what's gonna happen for the small companies like my company.

I have my authority from the PUC for over 10 years to operate out at the airport. Finally I got in, but within a year back I got two permits. I originally asked for six, but I couldn't get them, they never issued no more than two. So that's the rule. I'm still waiting for more permits.

What's gonna happen with the big companies? I call it big because they all started with one or two vans, now they got 12 or 14 and the majority, the monopoly, I call it Super Shuttle -- and the airport, the yellow airport, Lorries and all of these bigger companies -- what we feel that they're trying to do is squeeze us out.

We just started within a year. There's

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like seven companies with only two permits or two vans rather, and in the last six months a couple of companies got two more permits which they got four permits, four vans -- what's gonna happen if the bigger companies gonna get together they will pay big bucks, what the Airport Commission wants for the charges -- we're talking about $10,000 or more or whatever -- the small companies would be out of service as far as I can see, unless Mr. Fein will let us know now what's gonna happen to our companies.

We have a right to have a piece of the pie that exists at the airport. And we just feel that we'd like to be included in how -- what's gonna happen. I know there's about seven or eight companies with two to four vans, and we're kind of worried about if we're gonna be out of business because of the bigger companies are gonna come in and they have no big loss. So can you let us know Mr. Fein about what's gonna happen?

COMMISSIONER MATTISON: Sure, go ahead.

MR. FEIN: The zones will be geared so that there will be a sorting of each company. Each zone that we have will fit into two zones. It will have to be comprised of the companies that serve all five bay area counties, so it would take a sorting of

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several different companies to operate out of each zone.

Those companies that have not been included, okay, would be able to operate out of the courtyard on the lower-level. You have a Way Bill for any new clients and now you would not be restricted there. Right now because of the lack of space you will get two permits to operate.

Under the new scenario if you want to have six vehicles you will be allowed to have it, so whatever business you generate you will be able to have enough vehicles to pick up and be operating on a pre-arranged basis, and that's what the PUC authority allows you to do is to pick up prearranged passengers. So nobody would be precluded from operating at the airport and there will be an opportunity to get additional permits.

MR. ZAVALETA: Well, okay, Mr. Fein, just a minute here. We will be restricted only for the people coming in, who can for us, won't have known that much about the area. So the upper-level of all these other companies they're gonna take all the walk-ins, everybody will have a prearrangement to take the customers, and we cannot take any because we don't have any.

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And we're gonna be downstairs, but we will not be allowed to take walk-ins, only prearranged. So what's gonna happen? We can not exist in business that way. Could you explain to me how -- why can't we take walk-ins like they do upstairs there?

COMMISSIONER MATTISON: Is it at all helpful that the idea on the upper-level is to have groupings of companies as you see yourself having any chance of getting together with three or four companies to have a coordinated bid on one of those upper-level slots? Is that at all -- at least on the upper-level -- does that address your concern on this?

MR. ZAVALETA: Well, the concern is that these companies already exist and they have enough vans. They're not gonna take a company like me with two vans. They want us out of the business because they -- the way we feel, I already know this, I've been doing this before the airport was there, but the thing is that now, according to Mr. Fein here, we're gonna go downstairs prearranged, who's gonna call us?

We will depend on the people that are coming in, walk-in, and say I want to go to San Francisco, I want to go here or there. Downstairs we can be there for 10 hours and who's gonna walk and

say, you know, only people like, if you went out and came back and say you want to take our service you're gonna go broke down there. And if we're gonna be there about six, seven companies with two permits then we're not gonna make two trips a day. We can not exist. And then paying these groups and all of that which is roughly about 3- to $400 a month and we'd be out of business. We can't do it.

COMMISSIONER MATTISON: If a group of smaller operators got together on any kind of coordinated basis and accumulated 12, 14, 20 vans and made a bid as a group, why wouldn't you have the same chance in a bidding as --

MR. ZAVALETA: That would be the only other option that we could do that. Most likely all the companies that we have now exist of two to four vans if we get together and try to bid like the other companies, which probably wouldn't have a chance, but that's the only hope.

Going downstairs like he said that the small companies unfortunately would not participate upstairs with all the prearrangement, like you said, you could have more permits, what for? We're not gonna get any customers with two permits because who's gonna prearrange our service?

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They don't know that we want to. If we could have the same thing as upstairs, take the people that would walk-in that would be fine, but to go and put us downstairs because we're not successful on this bidding, it's a problem and it's gonna be a problem, and this is what worries me and the other smaller companies. So it's good to keep it in mind and I want it to be on record.

COMMISSIONER MATTISON: Thank you. I appreciate that.

MR. ZAVALETA: Thank you.

COMMISSIONER MATTISON: Are the walk-ins, the walk-ups, pretty much prohibited on just the upper level or also the lower level on this?

MR. FEIN: What's happened are that the bidding companies that have walk-in programs, that have phones that answer reservations, can handle and generate a lot of business.

Now you're getting a lot of very, very small companies that are coming in and they do not have either a phone-answering service, they do not have any car phones or anything else, but their vans want to pull in the zone, wait in the zone and take as many people as they can, and this is what's generating a lot of the fighting and the arguing and so forth

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that the police have to respond to between the various companies.

If the companies operated on the lower-level, they could do the same type of marketing, and a same type of service that the companies upstairs do and really generate their own business. It's just that we can't have that many companies with that many vans operating out of the small spaces that we have.

COMMISSIONER HO: What about none of the companies going upstairs? Everybody just goes downstairs. Would that work?

MR. FEIN: We don't have enough room in the courtyards to handle everything. We're trying to split it up where we have the prearranged on the upper-level, and if we have the other group down below, and with 28 companies existing and three more that our operating just on the lower-level, right now the only way we see of splitting it up is by coming up with some sort of a bid process.

A while back we did that with the limousines. And basically you have certain limousines that have booths in a terminal we'd have to put on a bid process and all the other companies can operate on prearranged.

What we are trying to do is the same

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thing here. If we have a group with two different sortings of companies that would serve the public and would have the phone-base, and would be willing to run in the morning and hold a very high-quality operations without soliciting people on a bid basis, then other operators would be allowed to continue to operate on a prearranged basis.

COMMISSIONER MATTISON: Okay, thank you. One item of new business. We have Christopher Albert, who would like to say a few things.

MR. ALBERT: My name is Christopher Albert, and I represent Willie Electric Company. I'm an electrical contractor in the city of Oakland, California.

I came here to, you know, to talk about the rejection of my bid that took place on August the 24th of 1992, and for the reason of our rejection as called by Mr. Dennis Bouey, which is the director of the airport. In his reading for the rejection he said it was already rejected by the HRC.

To my knowledge -- I had no knowledge of being rejected by the HRC. Number one, as far as I know of, we have met and exceeded the goal-to-goal on the combination of 20 percent. We had 24 percent participation.

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In the bid goal factor we had 12 percent women participation and 20 percent minorities, and then we get this letter of rejection from Mr. Bouey based upon the HRC. I've asked for a written explanation for the rejection from the HRC, Pansy Waller from the HRC and from Mr. Bouey.

I understand now that they have a job back out for rebid and, you know, today is the 15th and the job bid is on the 24th, there's a prebid conference on the 23rd. If there is any concern about me and minority participation go -- how can you bid if you don't advertise with the proper paper to get the proper MBE? We had met and exceeded these goals in the first place.

So we advertised, we had saved the City and County of San Francisco some $40,000 on our bid. We met, like I said, the MBE goals so I'm trying to find out what's going on.

COMMISSIONER JEANPIERRE: Who knows something about that?

MR. BRISCOE: I'll have Pansy Waller tell him.

MS. WALLER: I'm Pansy Waller of the Human Rights Commission. I'm the Contract Compliance Officer who is responsible for monitoring all the new

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contracts that come in to the airport. I'm stationed out at the airport as you know.

But anyway what went into effect by the City and County of San Francisco is a new ordinance. It went into effect May 1 of this year, and it requires that the firms be certified versus registered, and Mr. Albert had listed all the registered firms versus certified firms.

So what that means is that the firms need to be local in order to meet the subcontracting goals. I advised Mr. Bouey that all of the firms that did not need to be subcontracting goals because they were not in San Francisco, and I recommended that they all be considered nonresponsive and then it's up to the airport to rebid or reject bids.

MR. ALBERT: She asked us to show her a letter of good faith as far as advertising for MBE that was gonna be dealt with on a local basis. We gave all that to Ms. Waller.

We have been waiting now to get a response. We did all our good faith effort and everything that we could. We never seen nothing back in writing from Ms. Waller, that indeed we did our good faith effort -- if the company don't bid with us I can't go out to their office and say, you better

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pick me, or I'm not gonna get the job, and that's where I stood. I didn't get the form and now I get a letter of rejection.

MS. WALLER: As a compliance officer, what we do is we immediately make confrontation of the conflicting proposals at the time of bid. I reviewed what was submitted and found them to be unacceptable, and based on that I recommended to the airport that the bid you entered was nonresponsive, and the ones they had listed were not San Francisco based, and then the good faith documentation was just not compelling enough and was not accepted, and then I went on to the next bidder and did the same thing. They were also victims and the good faith documentations were just not acceptable.

A good faith documentation is more lengthy in nature. It will not suffice to just list a firm without leaving like follow-up telephone calls without written letters showing we have actually contacted these firms, etc., so I took all that into consideration.

MR. ALBERT: Well, Ms. Waller, I was proposing also bids that were going to take place on the 24th, and we have to give at least 10 days notice to the suppliers and all the subcontractors who are

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bidding the job.

MS. WALLER: Okay, that is something that the airport department would have to respond to because I'm not responsible for putting up with the bid; it's up to the airport.

MR. EAVIS: The reason that we put such a short bid period on it is because the contract was -- the Airports Commission originally gave the authority to award this contract early because we have a -- I think it's a November 15th deadline with the FAA to get the security contract in. If we don't have it in by September 15th we get fined $10,000 a day -- so in a previous Airport Commission meeting the Commission gave the director the authority to award this contract.

We waited a month to rebid this contract. There is no way we will be able to get the construction completed in time, so that's why we bid the contract.

COMMISSIONER MATTISON: Initially -- the initial bid resulted in a rejection of all those bidding for compliance basis?

MR. EAVIS: There were four or five spaces, but there were four bids. Three of them were rejected because of the compliance. The fourth bid

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was $100,000 over the amount that the Commission had approved.

COMMISSIONER MATTISON: Authorized.

MR. EAVIS: Okay, and that's why all the bids --

COMMISSIONER MATTISON: And so it recycled and got rebid and that package went out, when, a few days ago?

MR. EAVIS: I think it was last Thursday or Friday.

MR. ALBERT: If we have the prebid conference on the 21st.

COMMISSIONER MATTISON: Yeah.

MR. ALBERT: And the bid on the 24th. Now you figure you'll have 10 days prior to bidding the account that we have to advertise for minority solicitation.

COMMISSIONER MATTISON: Yeah.

MR. ALBERT: There is no way you're gonna meet that.

COMMISSIONER JEANPIERRE: So how do we get around that with 10 days notice, and they only get three? Do we accept it as it is?

MR. MAERZ: There should be -- how many days do we have between the date that it's advertised

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and the date of the bidding? We issued the specs last Thursday. I think there is exactly a two-week period.

MR. ALBERT: Well, the specs were issued yesterday and I got a phone call from Mr. Willie Humphrey. There has been an advertising rebid and you couldn't pick the plans up until the 14th.

COMMISSIONER MATTISON: All right, so if you pick the plans up on the 14th then you got 10 days until the 24th, which is the prebid conference. Is that how many --

MR. ALBERT: Yes, 10 days after the prebid conference that I can advertise.

COMMISSIONER MATTISON: Okay.

MR. ALBERT: I guess there too -- I still in my letter -- I'll give you a copy of it -- but I've asked for a copy in writing from Ms. Waller as to the reason, a specific reason why I was rejected on this bid.

MR. MAERZ: The Human Rights Commission has a list of both registered and certified MBE's and MWBE's and they maintain a database of bidders who are interested in doing a project, and call up the HRC and find out the names of companies who have a license and a particular craft that's needed to subcontract for the job.

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So given the 10-days prior to the bid opening that should be adequate enough time to contact HRC to find out the names of firms that would -- that are certified rather than registered and to solicit bids from those firms, and if there is some reason why certified firms cannot be used, than good faith effort documentation can be made within that period. That would satisfy the rules of the HRC regulations. If I'm wrong, please correct me, because I think it would be adequate time to pick up the documentation; is that correct?

COMMISSIONER MATTISON: Now what is the real-world constraint in this case? I mean, we're now in a new cycle. What is the constraint that you say is stopping you from being responsive at this point to the new bid?

MR. ALBERT: Well, in being responsive -- I think I've said the second lowest bidder is a San Francisco based company. Now the San Francisco based company can renegotiate. Then what are we talking about here? I mean, you have already talked about the first three lowest bids that were below the budget, you already talked about that first three lowest bids have met the goals --

COMMISSIONER MATTISON: Right.

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MR. ALBERT: -- not as certified, but as registered. So what are we talking about here? Are we talking about just rebidding jobs just for the sake of rebidding, or are we talking about just totally doing away with MBE participation bid?

COMMISSIONER MATTISON: No, I think we're dealing with, unfortunately with a little bit of a constraint that's been handed to us by the city saying the new rules are you have to have certification components in your bid group, and unfortunately nobody complied, and we the Commission are up against it because we've got an FAA deadline to get this job done, and yet none of our bidders are coming in with certification, they're coming in with registration, so we're quickly trying to turn it around, and staff is trying to expedite a new bid that is in compliance, including your firm, to the extent you want to move along. We're certainly trying to bend over backwards to make sure that if you can get certified components in the bid, that you're a qualified bidder along with everybody else.

MR. ALBERT: Well, see my concern also is this. Number one is the time-frame that this bid talks about and also the question of whether or not in this case public funds being used. Does the

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Commission have to vote on rejection -- of having a bid from the outside? Or can an agency just say, okay, well, fine let me check it out and I'll reject it without getting any public authority? There's several questions in this thing that's really being left unanswered here.

COMMISSIONER MATTISON: Well, once the authorization is given to get this job done it's a new procedure.

MR. ALBERT: It's a new procedure?

COMMISSIONER MATTISON: No, the procedures and rules are all ready in place to make it happen. And the one thing that was missing from this formula was the fact that we didn't have properly certified bidders and so we had to start all over again, and this time we hope we end up with some proper certified bidders, and that is even including your firm if you're able to.

MR. ALBERT: Well, we have a new contract now. For all intents and purpose we have a new contract. We're talking about public funds that has to be voted on by the Airport Commission. That has not taken place in this particular case.

COMMISSIONER MATTISON: Well, the authorization for the final bid -- we haven't actually

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seen incoming bids yet that we can take action on. What we're in right now is just trying to get implying bids that we can act on, and unfortunately we came up empty at the last go around, and we're trying to correct that.

MR. ALBERT: Could I get the request, I guess on public here, that I'm requesting that Ms. Waller give me a written explanation as to why our bid was rejected.

COMMISSIONER MATTISON: Okay, is that possible?

MS. WALLER: Yes, Commissioner, that is possible. I believe I will forward to Mr. Albert the same letter that I submitted to Mr. Dennis Bouey our letter of rejection of all the firms.

COMMISSIONER MATTISON: Okay, I appreciate that.

MS. WALLER: Not the rejection that they we're not responsive.

COMMISSIONER MATTISON: Right. Thank you. One final speaker. Item of Airport Information Booths, which I believe is on the consent calendar.

Mr. George Englund.

MR. ENGLUND: I have some handouts for the Commissioners here. There's two items on the

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agenda today that are interrelated. The first one has already been covered; that's the shuttle, door-to-door shuttle arrangement.

The second is the information booths; they are interrelated. We're undergoing quite a transition in the transportation business.

First of all, let me identify myself. I'm George Englund. I'm a working cab driver. I'm a member of the United Taxicab Workers Association. It is not yet a union, some people want it to be, some people want it to be a trade organization.

We're classified by the taxicab companies as independent contractors -- that whole issue is being questioned through the court where a suit has been filed to distinguish whether cab drivers are in fact independent contractors or employees who's benefits have been usurped.

We are a grassroots organization that has worked very hard to improve the conditions of working cab drivers for their own benefit, for the company benefits, for the public, for the City of San Francisco primarily.

We do a lot of work through the airport. What we find over the last few years is that we are -- there is an attempt being made to displace taxicabs --

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we feel -- there is this craziness where the companies, the taxi companies are not really in the taxi business -- the transportation business, they're in the rent-a-car business. And this whole issue somehow is going to be resolved.

There are legislators that are beginning to understand what is going on. There's complaints made through the PUC about the way limousines operate as taxicabs, there are shuttle companies that are trying to operate like taxicab companies and we think that this thing is going to be straightened out eventually -- maybe not as soon as we'd like, but it is going to be straightened out.

Our real concern is that the information that is passed out -- and the example I gave you there is something that I have personally gotten and other drivers have received -- and there seems to be in an effort -- if you look at this, first of all the top of the page lists all of the shuttle companies. Now in terms of numbers I don't think there are as many shuttles as there are taxicabs so we don't really know. We know it's growing.

The state issues a permit and that operator can have numerous vehicles. Some of them are paid as employees to drive these vehicles. Some

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people have their own supplemental, I call it, PUC permit to operate under a larger carrier. There doesn't seem to be any real system of regulation. It's kind of whatever seems to work out and if nobody opposes it keep doing it if it makes money.

I am strongly in favor of the fellow who walked out and I can understand his frustration, but he is a small businessman trying to maintain a livelihood through the airport, and he sees it as becoming more and more difficult to operate. I'd like to see that this body might make it more possible for him to continue.

I feel the same problem as an independent contractor -- as a working cab driver I would like to become an independent contractor. I really would like to become a sole-proprietor entrepeneur. That's what I've always done, that's what I feel I'm good at and I think I can make a living.

COMMISSIONER MATTISON: And your concern with the information booth is?

MR. ENGLUND: The information booth -- if you look at this sheet, the top of it has door-to-door van companies. All of the companies listed their rates, where to find them, their phone number, a lot of information. Next area is scheduled bus companies,

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airport bus, door-to-door airport express. Those are both downstairs in the level where taxicabs are.

Sometimes one takes orders from the other one. In short, there ought to be one scheduled bus company. If there's gonna be not one that operates as vans, maybe you're scheduling shuttles or something. We don't know. There's all this grayness that we see going on and we're not always convinced we get a lot of cooperation through the airport staff.

There is a Sam Trans bus -- I don't know whether people other than employees at the airport would actually ride the Sam Trans bus. One of them said you can't take luggage, and I can't imagine anybody dragging a suitcase down on First and Mission and then picking up a taxi to go to their hotel. It's probably not reasonable, and yet it takes up almost a quarter of the space on this page.

Then we have taxicabs, and it says $21 to $34 approximately. It tells where to go to get one, but it says $21 Cow Palace, $34 Fisherman's Wharf. All this other information is for downtown. Why doesn't it say a downtown rate at least for taxicabs?

I don't believe there are many people going to the Cow Palace. And I don't personally take that many people to Fisherman's Wharf. There's

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certainly people that go there, but most people want to go downtown and that at least ought to be on there so that people can make some sort of a comparison.

But the other point is that each one of these other carriers is based on a per-person fare. $8 per person, $11, whatever it is, taxicabs -- and by the way, the fare to downtown is about $26 to $28. Most drivers were convinced that $34 to Fisherman's Wharf was quite high. But anyway, if there's going to be a spread, there certainly ought to be a downtown rate -- and then it ought to be explained that this fare is for up to five passengers.

So you're really not comparing apples and apples when you look at these numbers, because five people can still go for that same fare and we know that up above if you're taking five people you have to multiply 9 or 11 by 5 and it obviously comes up to a much higher figure than taxicabs.

So if taxicabs were presented in a true light they're very competitive; in fact, they're very competitive with the big buses. In addition to shuttles, limousines, ride-share, whatever you want, taxicabs are a very viable means of transportation because people like riding in automobiles. We know that when we look around. What we need to do is

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figure out how to get people out of their private automobiles and into public automobiles.

I personally am convinced that taxicab business would probably double or triple in size if there were any effort being made to generate business.

It's inconceivable that any industry as large as this, that generates the kind of revenue that this one does, makes no effort to generate more ridership because it's strictly a rental business, it's not a transportation issue. That needs to be addressed.

Okay, here is an article out of the newspaper. I think it is paid for by the airport -- I'm sorry I didn't make copies of this -- this has also been on the radio, and it says Good Advice from SFO at San Francisco International Airport.

It says look in the yellow pages under airport transportation and under airport transportation there is only one taxicab listed -- that happens to be the one I work for. Every other carrier of airport transportation is either a shuttle company or a limousine company -- that's up to the companies, but you'd think if they were really in the transportation business they'd want to know about the most lucrative rides there are and which is available.

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Then it says check the information booth -- so anybody who had seen this article and they went up to the information booth, what do they get? Very sketchy information about taxicabs, pretty complete numbers about shuttles, limousines -- limousines tells you if you go to one place it will cost you 40 bucks for four people. If you go to two places, or you have more than four people, it's gonna cost you an additional ten each. And then it says there is even a white courtesy number that you can call.

We think that the information about taxicabs is blatantly irresponsible to be provided to the public in this manner. We think that it should be serious. We think it should be at least equal to these other carriers in terms of the number of vehicles.

If there are 811 vehicles and most of them at some time or another service the airport, especially if there's a convention in town, there are approximately four drivers per vehicle, there's over 3,000 drivers licensed -- eight cardholders in San Francisco. I'm absolutely amazed why I'm the only one here -- essentially because the organization really does not find out about these things.

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Most activists in this organization are working cab drivers, and since I'm actually working now to come here it costs me about 20 bucks an hour to come and try and represent the industry which ought to be represented by the companies which it's not.

So, anyway, we know there's a big expansion that's going to be going on at the airport that costs about two billion dollars. We think taxicabs certainly should be involved in that.

COMMISSIONER MATTISON: Okay, thank you for your comments.

MR. ENGLUND: Thank you very much for listening.

COMMISSIONER BROOKS: Who produces this?

MR. FEIN: The airport staff provides that information to the people in the county. On the ads that went out, the newspaper ads, letters were sent to every one of the San Francisco taxicab companies asking them if they wanted to participate in the ad. I believe we had a response from one company, and I believe the contribution was approximately $30 a company to have their name listed.

So we can't deal with 4,000 different drivers and try to deal with the 28 to 35 companies involved, and each one of the companies was contacted

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on that. In addition, we had with these -- information buyers, okay, were distributed to all the ground transportation buyers, again not for every taxicab driver, but they've been approved basically by all the ground transportation companies on the airport.

If the question is that we list a downtown rate at $28, there is absolutely no problem with us including it, but it's the first time -- I think we've had these sheets for two years -- and it's the first time that we had that bit of information, so we will modify the sheet and we will include a downtown rate, and we do have annual meetings with the taxicab industry.

COMMISSIONER JEANPIERRE: And this gentleman can call your office at any point in time?

MR. FEIN: We've spoken many times.

MR. ENGLUND: Yes, we have. The other -- I'd like to see the $28 downtown fare, but I'd like to see the fact that five people can travel for that same fare. It is an unfair comparison between $9 to $11 for one individual, unless we put that additional information on there.

There's a lot of things, you know. I can come here several times and mention the way taxicabs

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flow through the airport. We probably do -- well, we don't know, there's statistics that prove we're not doing our share, but we're convinced that people are really interested in riding in automobiles, and that we would like to see an improvement on the system on how they flow through the airport. Maybe it's part of this new ground transportation, but meanwhile we're working with the old system and we need some improvement. So thank you. I've got to get back to work.

COMMISSIONER MATTISON: I'm turning the meeting back to Commissioner Murphy for I think one pickup Item Number 4 for regular business.

COMMISSIONER MURPHY: Item 4. Have you called Item 4 yet?

SECRETARY CARAMATTI: No, I did not, Commissioner. It's Selection of Firms for Refunding Short List.

COMMISSIONER MURPHY: Okay, no speakers on this issue?

MR. TURPEN: No.

COMMISSIONER MURPHY: We're in Item 4, the selection of firms for refunding short list. What's this all about?

MR. TURPEN: Oh, let's see. This

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refunding short list is tied to Item 3 on the calendar, which the Commission has previously approved. We sent out 47 requests and we are recommending -- we received seven proposals -- and we are recommending six.

There is a screening committee consisting of airport staff, airport's co-financial advisors and co-bond counsels. We review this proposal which is detailed in your Commission package. We believe this should be the short list from which we will select the appropriate firm at the appropriate time.

COMMISSIONER MATTISON: This isn't being challenged to modify it as far as we know right now is it?

MR. TURPEN: No, not to my knowledge, Commissioner.

COMMISSIONER MATTISON: I would move approval.

COMMISSIONER HO: Second.

COMMISSIONER MURPHY: Okay. Vote.

SECRETARY CARAMATTI: Commissioner Murphy.

COMMISSIONER MURPHY: Yes.

SECRETARY CARAMATTI: Commissioner Mattison.

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COMMISSIONER MATTISON: Yes.

SECRETARY CARAMATTI: Commissioner Jeanpierre.

COMMISSIONER JEANPIERRE: Yes.

SECRETARY CARAMATTI: Commissioner Ho.

COMMISSIONER HO: Yes.

SECRETARY CARAMATTI: Commissioner Brooks.

COMMISSIONER BROOKS: Yes.

SECRETARY CARAMATTI: That concludes the calendar.

MR. TURPEN: I believe Commission is going into closed session for a personnel matter.

MS. ROSALES: I believe the Commission will meet in closed session to discuss a personnel matter, and also an attorney-client conference regarding potential litigation pursuant to Government Code Section 54956.9(a) and Subsection B1.

MR. TURPEN: Ladies and gentlemen that concludes the public portion of the Commission Calendar. I thank you for coming today and ask members of the public and staff to excuse themselves at this time.

(Whereupon, the proceedings were concluded.)

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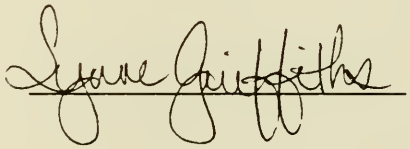

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